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BATTALION *Log*

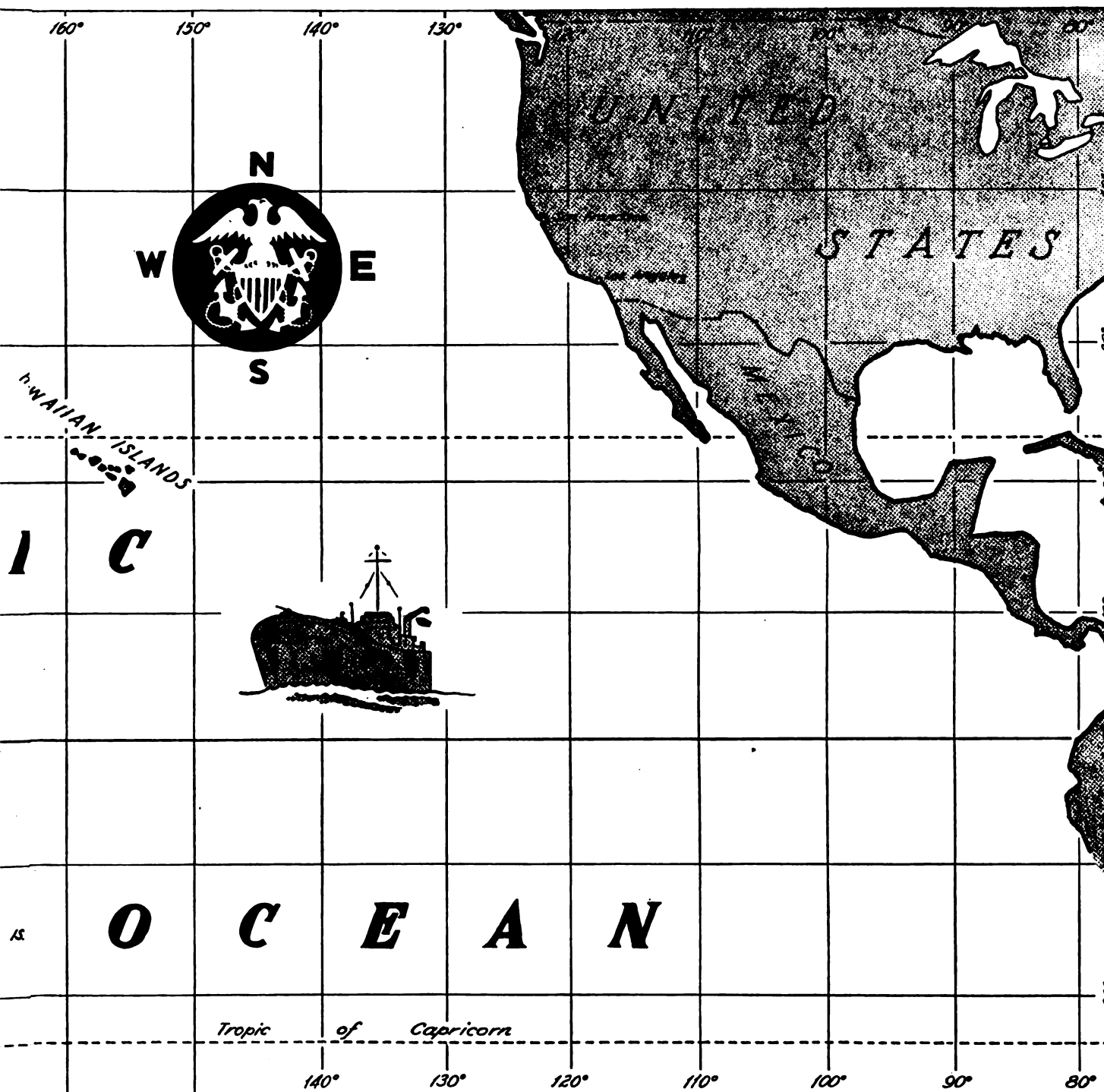


SEVENTY-EIGHTH U. S. NAVAL CONSTRUCTION BATTALION

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UNIVERSITY OF MICHIGAN





PORTS OF CALL

Drawn By

G. J. Munson, U.S.N.R.

CALIFORNIA Port Hueneme
 WALLIS Uvea
 NEW CALEDONIA Magenta
 NEW GUINEA Milne Bay
 Finschafen, Langemak
 ADMIRALTIES Los Negros
 Ponam, Manus

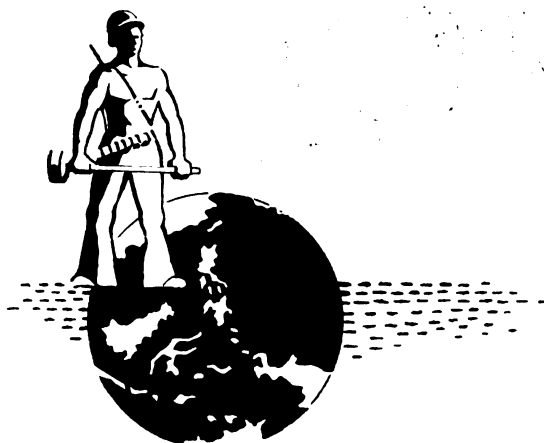
SOLOMONS Guadalcanal
 NEW CALEDONIA Mt. D'Or
 MARSHALLS Eniwetok
 CAROLINES Ulithi
 RYUKYUS Okinawa



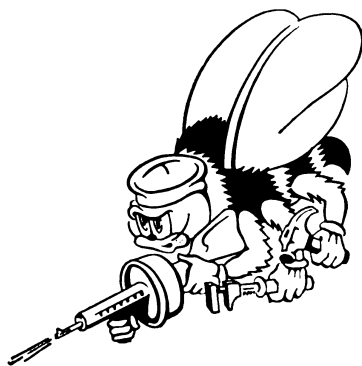
U. S. Navy, 78th Division on Kollanta
Barracks



RESPECTFULLY DEDICATED
TO ALL THE MEN WHO
HAVE SERVED WITH
THE SEVENTY-EIGHTH
NAVAL CONSTRUCTION
BATTALION



SEVENTY EIGHTH CONSTRUCTION BATTALION UNITED STATES NAVY



COMMISSIONED FEBRUARY 9, 1943

This book has been prepared especially for the members of the Seventy Eighth Naval Construction Battalion and their families and friends. Some of the material contained here is not suitable for general release to the public press and radio until the end of the war. It is requested that none of the contents be made available to the public press or radio. This book is made possible from proceeds derived from Ship's Store profits, and at no expense to the United States Government.

COMMANDING OFFICERS 78TH BATTALION

D
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JAMES F. CUNIFF
Commanding Officer, CEC, USNR
February '43-January '45



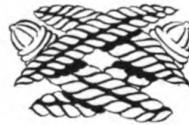
ROGER T. HALL
Commanding Officer, CEC, USNR
February '45-

Denise
Aug. 19-58
Ensign, Lib.
Ship
Ft. Mon. C. 4. 2000
5-14-46

EXECUTIVE OFFICERS 78TH BATTALION



MAURICE J. McCARTY
Executive Officer, CEC, USNR
February '43-April '44



FINLAY G. CAMERON
Executive Officer, CEC, USNR
April '44-

OFFICERS OF THE 78TH BATTALION



OFFICERS ABOARD '43. Front row (seated L to R): Clyde J. Carlstrand, Henry G. Vermont, Thomas S. Tanner, Chaplain Robert W. Scott, James F. Cuniff, Maurice J. McCarty, Lester L. Arntsen, Burch V. Raley, Hypolite P. Wall. Second row: Jacob W. Updegrove, Robert E. Lee, John M. Schaller, Melville H. Lyman, Jr., Ronald C. Jaquess, William J. Watson, Remo Piers, Oscar M. Mayer, William G. Wallace. Back row: William F. Schlax, Frederick J. Kilian, John J. Walsh, Thomas G. Watson, George V. Gallagher, Keith E. Pilkenton, Edward R. Smith, Loyal A. Johnson. Wilfred L. Schoch, Sr. was not present for photo.



OFFICERS ABOARD '45. Front row: Robert E. Lee, Loyal A. Johnson, William J. Watson, Finley G. Cameron, Roger T. Hall, Frank M. Wittelle, Jacob W. Updegrove, Remo Piers, Ronald C. Jaquess. Second row: Richard Richardi, Oscar M. Mayer, Robert W. Langohr, Arthur B. Thomes, Melville H. Lyman, Jr., Charles H. Clayton, Chaplain John D. Koffin, William F. Schlax. Third row: Myron T. Watson, Elwood E. O'Brien, John J. Walsh, Joseph R. McGuinn, Nicholas E. Gavrelis, Neil R. Erickson, Buckner W. Hamilton, George J. Fetchko. Back row: Richard J. Hynes, John E. Kinnel, Elroy F. Spitzer, Harold F. Chase, Carl J. Forve, Edward R. Smith, Keith E. Pilkenton. Kenneth J. Scott, Sarhad E. Piligian and Hugo E. Genini are not shown.

ORIGINAL CHIEF PETTY OFFICERS



Front row (l to r): C. S. Donley, *H. W. Todd, Jr., L. F. Fish, W. A. Sprinkel, S. G. Powles, D. A. Smith, E. L. Peddicord, T. F. Murray, L. F. Camou, A. E. Sterling, J. A. Pollard, H. J. Geddis, B. D. King, J. R. Jackson, W. A. Sharp, A. E. Roberts. Second row: C. H. Moffett, R. Schabarker, R. P. Helmer, J. E. Landwehr, J. Peke, L. H. Wimberly, L. O. Mitchell, W. H. Brewer, G. W. Weber, *B. M. Eaton, P. F. Devers, H. A. Burkhard, H. L. Dodd, W. S. Hoag, E. M. Parker, R. H. Miller, *G. E. Hunt, Jr., E. J. Solomon. Back row: A. B. Hanssen, H. K. Graham, E. R. Bush, A. R. Gilbert, C. B. Spears, T. V. Talley, W. J. Crepeau, G. A. Johnson, C. R. Stedford, J. J. Hamilton, *H. F. Chase, W. S. Juby, G. W. Daniels, A. M. Hall, J. J. Barron, G. L. Allen, *C. J. Forve, H. B. Hunting.

* Later commissioned.



Chief Petty Officers Aboard — Manus Island '44

HEADQUARTERS COMPANY



PLATOON 1, Section 1. Front row (L to R): George Alber, Edward Ashworth, Crawford Chandler, Laurence Wimberly, Albert Daniels, Paul Vohs, Joseph Kale, Eugene Christensen, Lewis Armour. Second row: Natale Bellantoni, Robert Clark, Arthur Cramer, Albert Crissey, William Benson, Melvin Brooks, Harold Eginton, William Alexander, Robert Anderson, Walter Abrams. Third row: Dewey Bailey, Edward Alexander, Ray Ancell, Arthur Boyer, James Anderson, Charles Dunn, Harry Akers, Edward Burnett. Back row: Louis Bolla, Keith DuBois, William Childers, Henry Burns, Jack Armstrong, Robert Behrmann, Perry Barber.



PLATOON 1, Section 2. Front row (L to R): Hyman Galchinsky, John Shields, Thomas Talley, Arthur Hanssen, Gustave Weber, Ralph Sunderman, Paul Devers, John Hutnik, John Whelan. Second row: Walter Woodworth, Joseph Terra, William Lewis, Robert Ronk, Rayford Morey, Sanford Hatton, Marvin Freese, Steve Miller. Third row: Willard Quigley, Ray Foster, Daniel Meyer, John Kabas, Roy Pou, Floyd Geer, Rudolph Eikhof, Chester Sexton. Back row: Lewis Hadley, William Lowenthal, Jacob Roe, William Snell, Norbert Gruber, Halsey Hendricks, Arthur Munzer.

HEADQUARTERS COMPANY

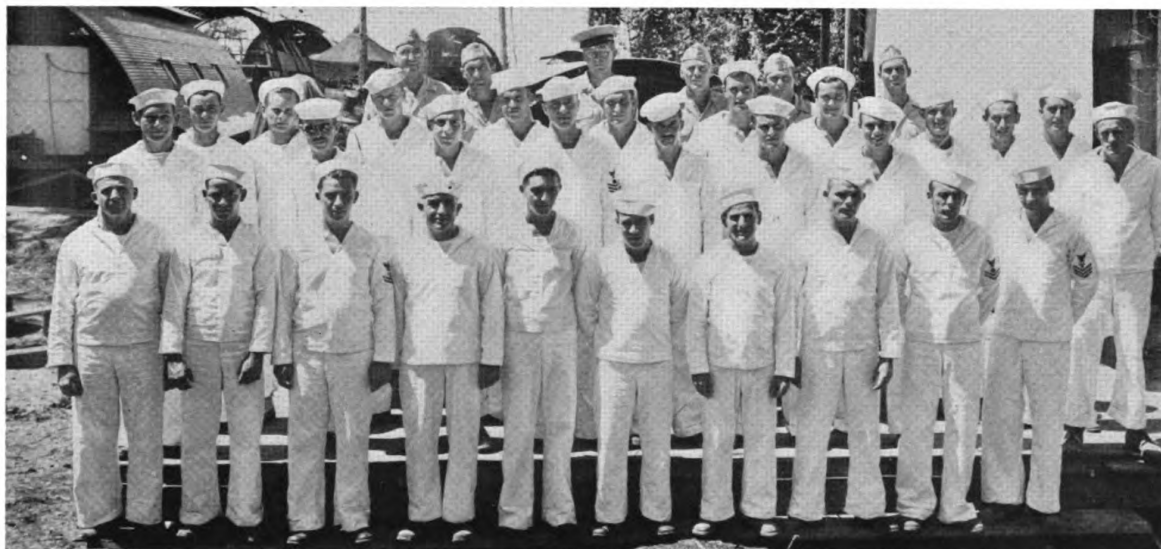


PLATOON 2, Section 1. Front row (L to R): Leon Shaw, Dwight Smith, John Landwehr, James Urban, Ralph Campbell. Second row: Donald Larick, John Curley, Raymond Evans, Walter Cox, Lemere Cartwright. Third row: Keith Bennett, Robert Hays, Henry Fehsenfeld, Robert Heckman, Wilfred Krause, Andrew DeMarco, Tony Cafaro. Back row: Minor Helms, Edward Gunning, Michael D'Andrea, Virgil Holley.



PLATOON 2, Section 2. Front row (L to R): Gordon Gould, Robert Schabarker, Reese Helmer, Carl Forve. Second row: James Strachan, Irving Miller, Wilton Myers, James Von Steuben, John Matthews, Robert McCort. Third row: Gaetano Tringale, Laddie Pilnacek, Irving Wax, Don Persing, Frank Wynns, Anthony Schwagerman. Back row: Minor Helms, Sigmond Stenclik, Robert Heckman, Robert Hays, Warren Marks, John Testa, Jacob Neu, Bernard Weinberg, Charles Whitten.

COMPANY-A



PLATOON 1. Front row (L to R): Robert Black, James Daniel, Leo Klimchock, Joseph Parella, Uliah Barker, Sylvester Van Doren, James Bucci, Joseph Boyle, Lester Brown, Edward Blair. Second row: John Blevins, Leo Asnault, Jesse Wiener, Raymond Medley, John Millner, Truman Barnett, Willis Rawlings. Third row: Orian Sports, William Anderson, Roland Swanson, Russell Chaussee, Norman Atkinson, Larry Bailes, Leon Bailes, James Bateman, Norman Newcomb, Charles Conn, Charles Wolf. Back row: John Barron, Henry Babarovich, John Bongard, William Juby, Arvid Peterson, Guy Allen.



PLATOON 2. Front row (L to R): Thomas Traenkner, Charles Campbell, William Crain, Melvin Crump, Floyd Myers, Clarence Walden, William Child, George Reilly, John Bruno. Second row: Thomas Barry, John Benevento, Irwin Boretz, Philip Greifinger, Albert Jensy, McRose Boyd, Glenn Binkle, Edmon Adams, Samuel Dinkins. Third row: Joseph Dancs, Carl Craine, Edward McLaughlin, Edward Antell, Mike Bedrosian, Edgar Benton, Homer Clontz, George Corcoran. Back row: Cecil Stedford, Austin DamBoise, August Amtmann, John Corbett, Daniel Donges, Charles Daniels.

COMPANY-A



PLATOON 3. Front row (L to R): Theodore Froehlich, John Littlechild, Frederick Kelly, Joseph Harrington, Bertram Voll, Maurice Breckenridge, Calvin Bruce, Joseph Germann, James Monard, Luther Brown. Second row: Warren Branson, John Bremner, Hoyle Preston, Michael Budz, Herbert Clark, Frantz Billman, John Hurt, Joseph Gillingham, Michael Homenchak, Minor Bright. Third row: Elmer Lampi, Grant Erickson, Raymond Bird, George Allen, Louis Gilbert, Rodney Sorensen, Charlie Harvey, Herschel Johnson. Back row: Calvin Harp, Marvin Drake, Clifford Watson, Dewey O'Bryant, Ralph Jacobson.



PLATOON 4. Front row (L to R): James Baggetta, George Byrd, Willis Wilson, Sidney Canter, William Ceniti, Frank Casale, Roger Brown, Anthony Varcadipane. Second row: John Childs, Franklin Burroughs, Loren Carl, Joseph Yanta, William Burns, Thomas Cappellino, Clifford Richter, Victor Bratteson. Third row: Merrill Bulger, Howard Fiedler, James Cairnes, Crescenzo Recchia, Roy Colver, Floyd Cain, LeRoy Hoover. Back row: William Lotter, Harold Chase, Frank Johnson, Percival Goforth, Valentino Tirocchi, Paul Hagerman, Michael Rota, Stephen Rapallo, Harold Larsen, Frank Healy.

COMPANY-A



PLATOON 5. Front row (L to R): Lawrence Coles, John Conroy, Howard O'Hanlon, Edward Kozak, Edgar Bonice, Harry Carnes, Peter Cristello, Carl Davis, Leo Rush, Elbert Bracey. Second row: Goode Downing, Quinn Hollomon, Kenneth Pearson, Marion Barrineau, Wilford Allen, Herbert Luffman, Lawrence Roskowsyk, Leonard Clark, Alva Scott. Third row: Clarence Reburn, George Gombarick, Freeman Sanders, John Clark, George Allen, Jerome Seperson, William Turner. Back row: Paul Clark, William Jones, Alfred Gilbert, Tage Roos, Ray Grieve.



PLATOON 6. Front row (L to R): Stanley Nelson, James Yates, William Callahan, James Flavin, William Wizer, Royal Tuttle, James Morrow, George Shedelbower, Willard Moorehead. Second row: James Flanery, Clyde Richards, William Cramer, Patsy Delorey, Donald Hargis, George Davis, John Brady. Third row: Gerald Downing, Evarts Corbin, Charles Price, Joe Reyes, Donald Sprout, James Daniels, Luther Cox. Back row: Jacob Kerr, Herbert Vaughan.

COMPANY-B



PLATOON 1. Front row (L to R): H. Geddis, R. Pritchard, J. Hamilton, T. Sedgwick, W. Miller. Second row: A. Sargenti, E. Hall, S. Kiwor, J. Rhodenberry, D. Wright, R. Webster, A. Cooper, L. DeVoy, F. Jennings. Third row: M. Foose, L. Quillen, M. Garvey, V. Veneziano, F. Geddes, M. Jascur, H. Winterburn, V. Ferrari, J. Garretson. Fourth row: W. Stanton, H. DeNoon, S. Sharkovsky, L. Kastl, J. Dries, R. Winkler, H. Day, B. Kronket, J. Davis, F. Dickson, L. Price, A. Shaw. Others pictured: J. Barron, I. Grim, G. Bradford, J. Barnhill, F. Hare, W. Hallenbeck, J. Coyne, D. Kessel, C. Otto, J. Foster, L. Atkin, C. Flanary, W. Jonas, R. Enders, E. Crutchfield, C. North, W. Deering, R. Spicer, N. Pendleton, M. Flindt, W. Dunn.



PLATOON 2. Front row (L to R): Warren Brewer, William Boyce, Leonard Lewis, Beryl Haynes, Gerard Werner, Thomas Fifer, Claude Mann, Samuel Rollband, Morris DeGraeve, Dana Dunton. Second row: Robert Silkworth, William Turnage, Joseph Indick, Hugh Kane, Robert Fraser, Fred Dyal, Leo Duffy, James O'Dowd, Fay Goetz. Back row: John Willett, Tom Holland, Frank Burgess, Claude Daniels, Charles Drake, Harding Douglas, Charles Robinson, Woodrow Henry, Joseph Kozakowski, Chriss Yoder, Richard Wetherill, Elmer Rogers.

COMPANY-B



PLATOON 3. Front row (L to R): Harry Oberholtzer, Jay McFarland, Paul Bosta, Frank Siene, Romuald Hoeper, Gardiner McMullan, Clibbert Rousseau, Clarence Sprow, Henry Ferguson, Jay Downs, Edward McBroom. Second row: Joseph Nowacki, Elmer Bykowski, Ned Young, Roy Peel, Edwin Lichtle, Percy Slack, Robert Hopper, Alfred Adams, George Singer, Melvin Ehlers. Back row: Patrick Finnerty, Alex Erskine, Benjiman Cooksey, William Oltmer, Frank Presutti, Charlie Gattis, Thomas Elbersen, Charles McCaskill, Maxwell Newsome, James Elder, Russell Reynolds, Edwin Johnson, Harold Walsh.

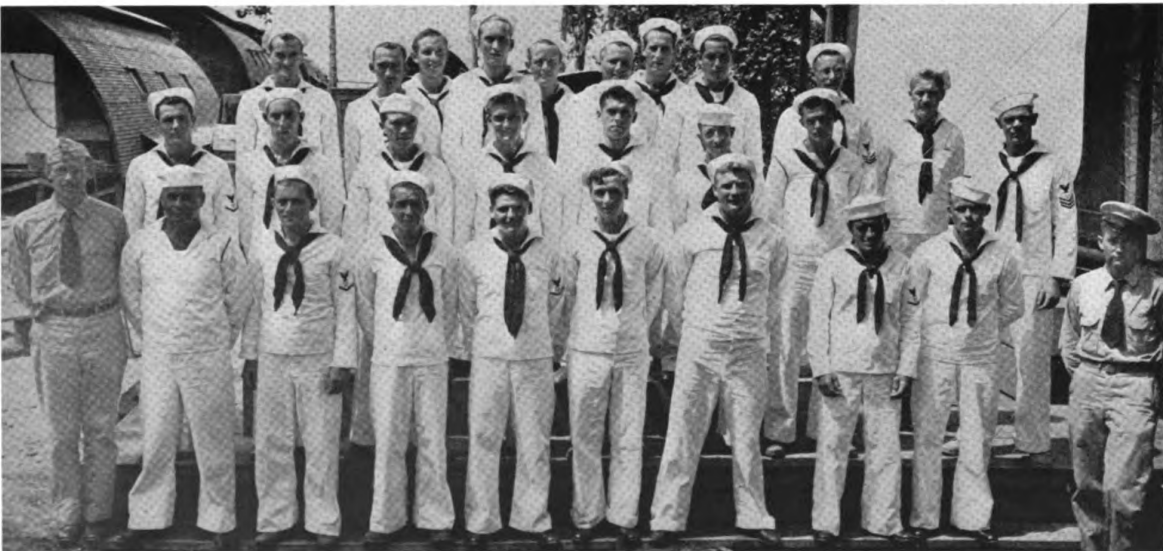


PLATOON 4. Front row (L to R): Frank Klinko, Albert Bratton, Henry Elliott, Charles Goss, Joseph Gleave, James Stevens. Second row: Henry Todd, Robert Fry, Vernon Fry, John Bonk, Leslie Fish, Irving Ganberg, Anthony DelVisco, Patsy Daprano, Jack Clark. Third row: Joseph Fee, Gene Goad, Marion Eldridge, Nicholas Fiorino, Bill Cunningham, Pasquale DiBenedetto, Dale Pyle, Ralph Rowland, Voyd Dahle. Back row: August Gerhold, Ralph Ehrich, Lawrence Frederick, Henry Haseman, James Corrigan, Raymond Gegner, Thomas Garner, Joseph Drago, Edward Elkner, John Splaine, Joseph Mignatti, Louis Darvalics, Clyde Cruse.

COMPANY-B

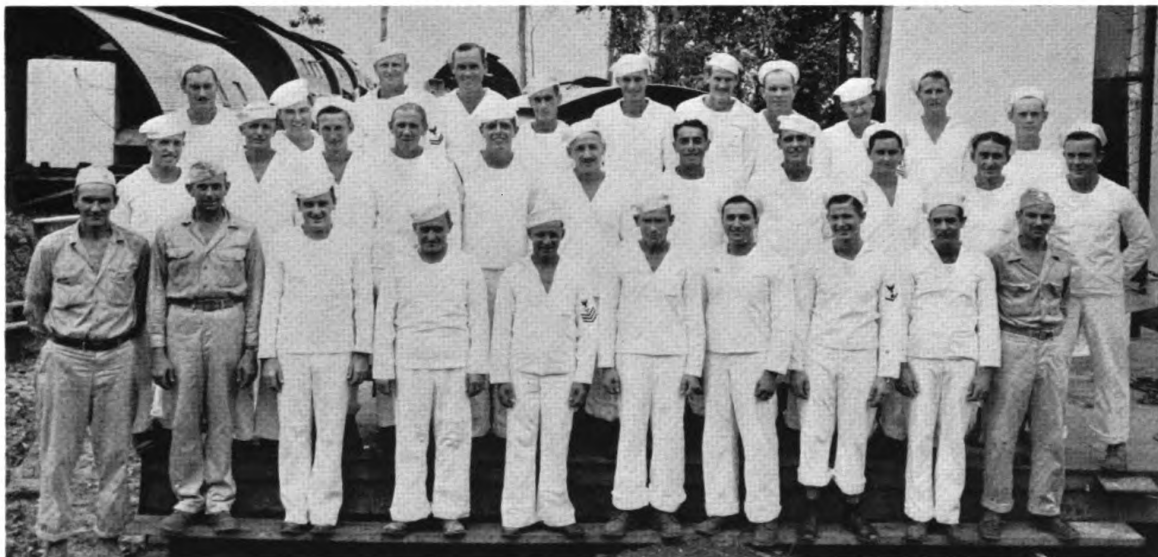


PLATOON 5. Front row (L to R): Seymour Merritt, James McKinney, Melvin Gunter, Paul Blake, Oakley Easton, Stanley Rockel, Hollis Maddox, John Martin, Harvey Gregory, Daniel Schaible. Second row: Morris McMackin, Walter Jenne, John Murdoch, Alexander Gallen, William Gubas, Eugene Gregory, Charles Graven, Philip Confalone, Henry Winland, Charles Compton. Back row: Earl Dally, Ralph Tirelli, Herbert Shipley, George Zloch, Leonard Freeman, Albert Johnson, Henry Yost, James Gregory, Melvin Knight, Joseph Aliotta, Percy Purvis, Joe Novak.



PLATOON 6. Front row (L to R): Edwin Bush, Allen Rogers, Anthony Meier, Vincent Bell, Albert Pekarek, John Hanks, Delbert Taylor, Joseph Vignaroli, William Parker, Chester Smith. Second row: Clarence Johnston, Earl Ellis, John Harrigan, Madison Hancock, Merle Randle, Orville Robison, Abraham Ede, Charles Mathews. Back row: Erie Cunningham, Gilbert Harlan, William Gilmour, Edward Morris, John Perkins, Francis Harrington, James Moore, Victor Mason, Harold Clum, Edward King.

COMPANY-C



PLATOON 1. Front row (L to R): Roger Miller, John Banks, Daniel Tierney, Lawrence Goodrich, Earl Husband, Daniel Cotton, Aron Taylor, Julius Dupuy, Jr., Vernon Benney, Karl Richards, Jr. Second row: Louis Bonfitto, Edward Gaskill, Fred Wrzesien, Emery Holst, Kenneth Kelly, Alexander Munro, Abraham Azar, Harvey Miller, Coy Hudson, Elmore Stocker, Jr., Robert Howle. Back row: Bernard Lizer, William Flatley, James Pyle, Willis Hill, James Muldoon, Charles Hank, William Morris, Wilbur Rea, Roy Zink, August Hansen, Joseph Holliday.



PLATOON 2. Front row (L to R): Maurice Parker, John Peke, Samuel Feinhandler, William Hall, John Moreau, Joseph Johnson, James Davitt, Bernard Kaufman, Torbio Martin, Alfred Fischer, George LeBlanc. Second row: George Banner, Leon Chroup, John Scott, Victor Schreiner, Albert Skacan, Boyd Hovermill, Thomas McLachlan, Logan Price, James Pearson, Benjamin Tomassetti. Back row: John Griffith, Lewis Hawthorne, Albert Chamberlain, Donald Johnson, Barney Holt, Carl Bloom, William Burquist, Aidan Fenwick, Lewis Kelley.

COMPANY-C

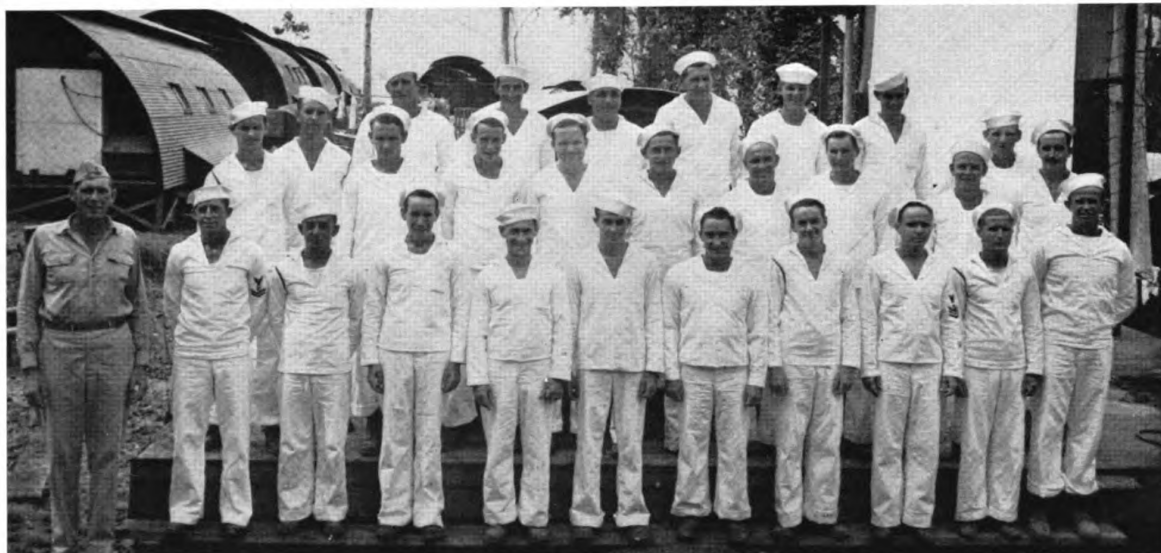


PLATOON 3. Front row (L to R): Thomas Tulloch, Sebastina Gianino, Thomas Carney, Patrick Connor, Harold Coe, Robert Ramsay, Arthur Keller, Raymond Weaver, Richard Saul, Harry Nausley, Allin Hedge. Second row: Eugene Haskell, John Rogers, Harold Miller, Robert Israel, Alexander Ingram, Jr., Edward Jahn, Raymond LaRocque, Edward Greene, Henry Graves, John Hunter, Franklin Floyd. Back row: Ludwig Nordbruch, James Holmes, Clyde Hoyt, Raymond Duckworth, Stannard Gardner, William Jett, Marion Young, Jacob Lucas, Stanley Patronik, Harvey Persons, Jr., George J. Visnic.



PLATOON 4. Front row (L to R): Adam Goudelock, Jr., Roy Johnson, Ignatius King, Edward Noll, Frederick Grutz, Dean Zarecor, Eugene Ledbetter, James Prince, John Balducci, Walter Hoag. Second row: Ewing Blair, Willard Lee, Walter Kelley, James Johnson, Irvin LeMasters, Richard Jennings, Wilmer McDowell, Nicholas Burik, Jr., Kelly Pauley, William Knight. Back row: Samuel Fragale, William Lewis, Roy Leviner, Donald Belknap, Robert Kloss, James Hunt, Daniel Knoepfel.

COMPANY-C

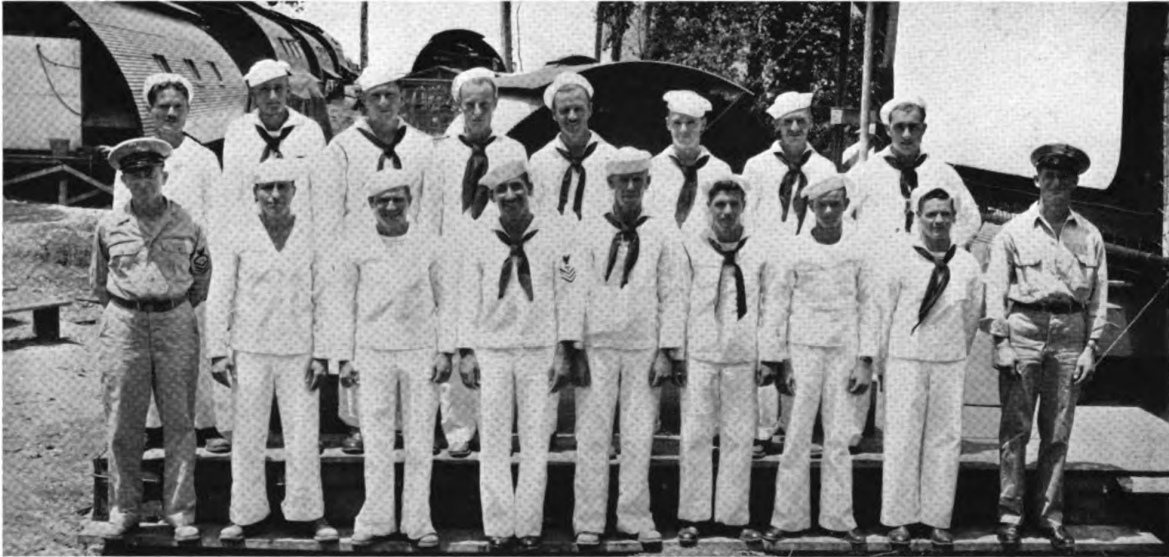


PLATOON 5. Front row (L to R): Ernest Solomon, Robert Goodman, Leo Chabot, Mac Lusk, John Rule, Hampton Mann, Samuel Conk, Edward McDonnell, Albert Phillips, George Eary, Jr., Robert Barrett. Second row: Walter Fulton, Elmer Weise, Myron Scovil, Walter Light, Christopher Wyer, Jr., John Weinle, John Courtenay, Richard Ammann, Lincoln Waldron, Robert Fellows, Hiram Ingram. Back row: John Balma, Michael Dragner, Pacifico Patrignani, Joe Ezzell, James Stoddard, Jarl Holmberg.



PLATOON 6. Front row (L to R): Ernest Solomon, Everett Parker, Michael Nicefaro, George Kite, Abraham Tevelov, Stanley Krawczyk, John Hucic, Leo Daigler, John Orfanella, Jerome Maehren, James Tully. Second row: Charles Wilder, Robert Kievitt, Edward Kos, Guido Zeoli, Daniel Madonna, John Thompson, William Merritt, Robert Key, Jack Miller, Rex Maxfield, James Wilson, Hans Wedemeyer. Back row: Randolph Cousins, Lester McMinnis, Gregory Raumpz, Leonard Ray, James Maynor, Fred Fishing, Ollie Mayoros, Gordon VanNorman.

COMPANY-D

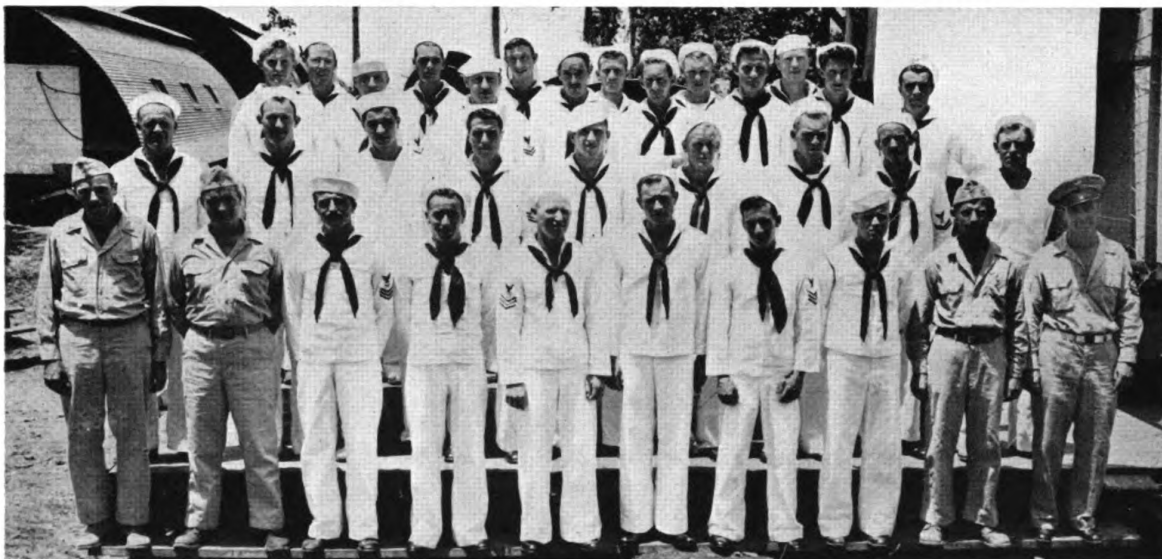


PLATOON 1. Front row (L to R): Charles Boyle, Robert Cook, Henry Mosley, Joseph Dougherty, Robert Hilton, John Carino, John Mounts, Ernest Hall, Louis Vernig. Back row: Lawrence McLeod, Frederick Kuhmichel, Howard Gerlach, Milton Crane, Frank Denny, Bernard McDonough, Laurence Munson, Norbert Schmelzer.



PLATOON 2. Front row (L to R): Darcy Shonnessy, Robert Hutchinson, William Kimball, Louis Brown, Howard Burkhard, William Ligon, Philip Johnson, Frederick McCormick, Walter Johnston. Second row: John Oldach, Herbert Maurser, August Meyer, Carroll Hollingshead, King Simmons, Gordon Longo, Avon Mullins, Lester Myers, Thomas Jackson. Back row: Ervin Ketchum, Robert Stewart, Robert Long, Isaac Sperry, Clester Jones, Frank Taylor, Joseph McArdle, Thomas Larsen, John Cairns, James Fix, Montana Kyes.

COMPANY-D

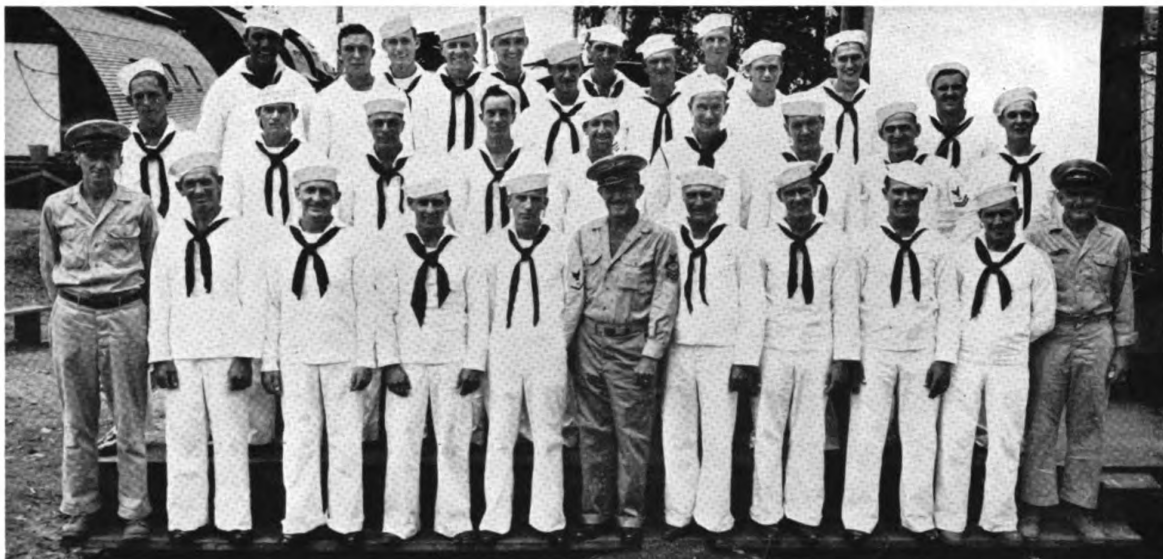


PLATOON 3. Front row (L to R): Edward Kulp, Harry Gilroy, Stephen Slanina, Samuel Foote, Robert McNeill, Joseph Lilly, Lewis Pierce, Earl Kihnley, John Kos, Beekman King. Second row: Samuel Long, James Lafferty, Joseph Brksa, DeWitte Smith, John Pemberton, Allan Likeness, Paul Bean, Justice Limegrover, George Kouril. Back row: Norbin Pitts, Donald Terry, Joseph Kitchen, Edward Gregory, John Layman, Oscar Long, Stanley Bennett, Vernon Luke, Fred Kallusch, James Wood, Keith Davis, Sherman Taylor, James Payne, James O'Grady.

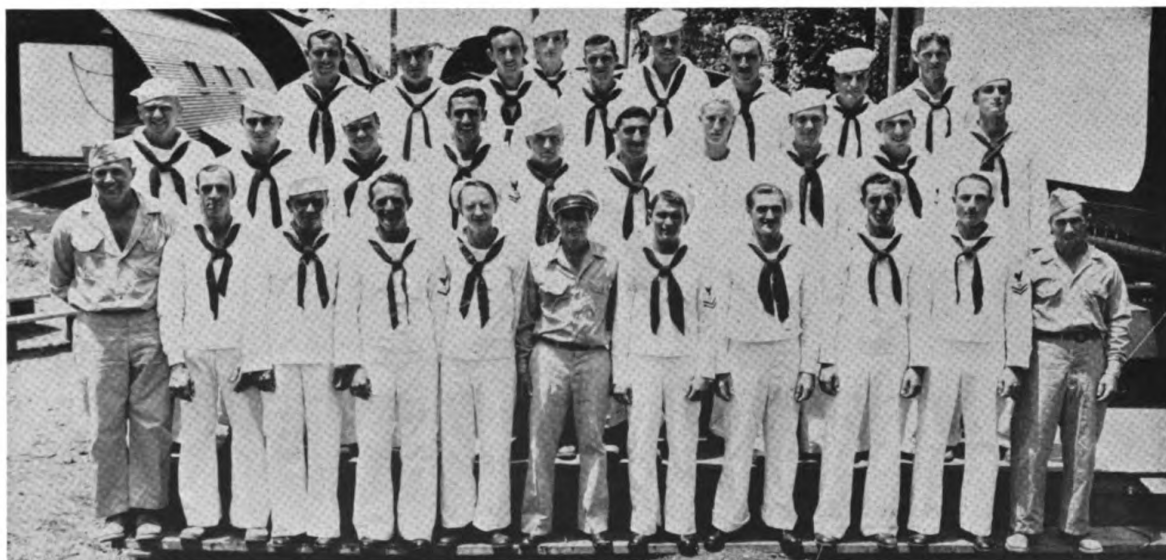


PLATOON 4. Front row (L to R): Tilmon Smith, Vincent Heintz, Rondle Shipman, Thomas Riccelli, Joe Rakosky, Clement Malone, Raymond Stone, Lee Wolff, Raymond Bailey, William Wile, Joe Keith. Second row: Stanley Polanski, John Finch, James Halpin, Clarence Robinson, Clyde Ruppert, Robert Powell, Samuel Zook. Back row: Joseph Freitas, Harry Hartle, Hale Whitaker, James Roan, Joseph Bendahan.

COMPANY-D



PLATOON 5. Front row (L to R): Charles White, Charles Winkler, Virner Wylie, Charles Gonder, William English, Harold Graham, Emery Houston, Milton Woolley, John Rothgeb, Lawrence McKibben, George Silver. Second row: Leonard Lakey, John Merriman, Martin Taglini, Leroy Sanders, Jerry McCann, Clarence Meals, Isaac Verhuele, Louis Kocur, Adolph Konieczka. Back row: Dellas Edmondson, Robert Andrews, Arthur Russell, Earl Johnson, Donald Miller, Joseph Gillen, Emil Ronjak, John Goddard, Leroy Mills, Kenneth Remaley, Bernard Salb, Connie Hill.



PLATOON 6. Front row (L to R): Virgil Stickley, Raybon Toone, Horace Franks, Clifton Brocius, Daniel Salt, LeRoy Camou, Harry Parker, Donald Powell, Albert Immurgia, Gordon Davis, Frank Yakubik. Second row: Martin Schwarz, John Dopsovic, Albert Wyman, Michael Namey, Michael Gorman, Phillip DiNatale, John Rapp, Frank Soluski, John Burke, Norman Ashe. Back row: Thomas Gleason, Clifford Maguire, Colman Joyce, William Saunders, Robert Smith, Harry Worth, Ernest Alonso, John Laratta, Richard Brinkman.



CHARLES HESSION
25 August 1898 — 3 July 1944



LOUIS FELICE SCHEPIS
16 March 1914 — 6 September 1944



SAMUEL ORIN MONK
27 April 1909 — 13 July 1944

IN MEMORIAM

To the memory of these men who are no longer with us . . . who have been called to the shores of their true Heavenly Home . . . we offer a sincere and heartfelt Prayer. May Almighty God give them Peace that is Eternal . . . Joy that is Everlasting . . . Happiness that is Unending. And may He fill them with Graces, Comforts and Blessings from His Own Hand . . . abundantly, fully, overflowing.



WILLARD EUSTIS QUIGLEY
10 July 1910 — 11 January 1945



CHARLES HOLLAND TUNNELL
22 June 1923 — 18 July 1944



All veterans of World War I, this group of smiling officers and enlisted men are shown while serving together overseas in World War II with the 78th Seabees. Front row (l to r): John J. Barron, George W. Silver, William D. O'Bryant, Paul A. Vohs, Harold F. Chase, Alfred E. Roberts, Albert J. Daniels, Ralph H. Campbell, Alfred R. Gilbert. Second row: Dana W. Dunton, Jr., Edward E. McBroom, Warren H. Brewer, William S. Juby, James F. Cuniff, Thomas S. Tanner, John O. Banks, Paul F. Devers, George W. Barnes. Back row: Alex M. Erskine, Richard Wetherill, Robert G. Black, John A. Bremner, Alva J. Scott, Marion O. Causey, Joseph Parrella, Jacob "Jack" Neu. Harry Cowling was not present for photo.

WORLD WAR I VETERANS SERVE AGAIN

All veterans of World War I, and many of them now married with grown families, these men enlisted shortly after the outbreak of World War II. Here they are pictured while serving in the Pacific war theater — at Lorengau, Manus, in the Admiralty Islands — with the 78th Battalion.

The current day gob will look on the photo in the lower left hand corner with much curiosity . . . as a matter of fact we refused to believe it ourselves at first. But that's our own Jack Neu (at right) as he looked while serving aboard the USS SWAN, a mine-sweeper, in 1919. And that hat Jack's buddy is wearing — although tailor made — is the uniform of the (that) day, s'help me!! Perhaps it was the strong winds prevailing while seated at the base of Forefather's Monument, Plymouth, Mass., the day the photo was taken that prompted Jack to fold his hat under his left arm! — M. J. D.



AWARDS AND RECOGNITIONS

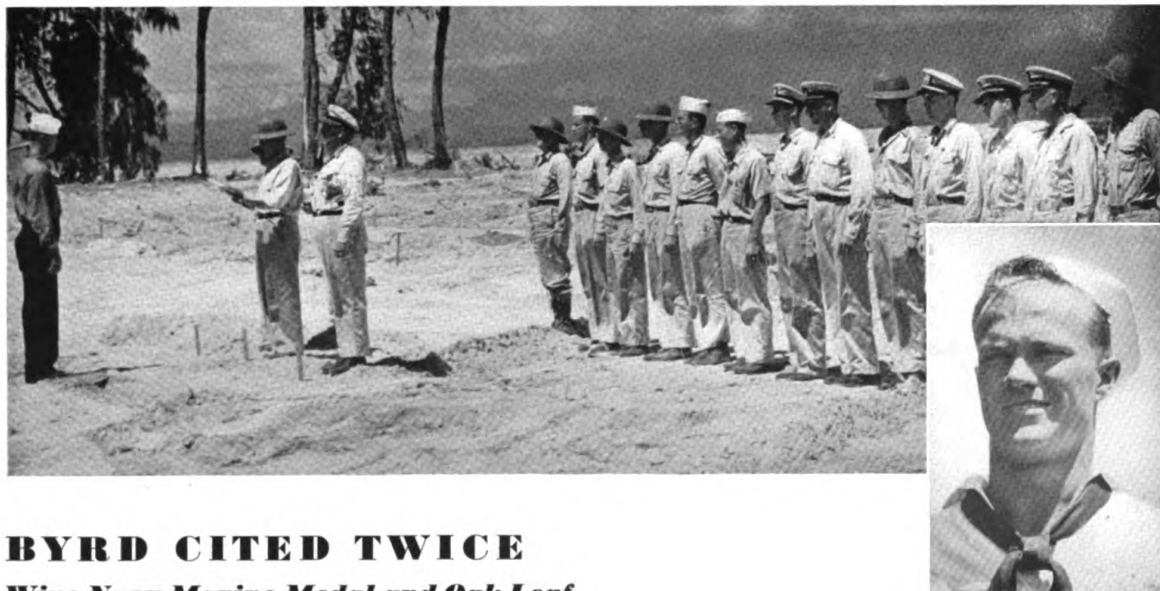
Battalion Fulfills Overseas Objective, Wins Many Citations

During their Pacific tour of duty, the 78th Battalion worked relentlessly in building a coral chain of islands on the road to Tokyo, contributing in no small degree towards bringing the war to the Japanese homeland.

While engaged in this colorful construction program, the 78th left in its wake an incredible record of meeting building deadlines, however urgent, on or ahead of schedule.

Qualified for the American Area and Asiatic Campaign Ribbons, authorized to wear one engagement Star for the campaign in New Guinea and another for the Admiralty Islands campaign, the 78th Seabees went on to reap additional laurels, winning a commendation for their performance in constructing a complete Naval Air Base and Receiving Station in the Admiralties. The possibility of being awarded a third Star for the Ryukyus engagement is highly probable as this book goes to press.

So numerous are the other commendations received by members of this activity that lack of space for individual mention is most regrettable. Yet the greatest of all rewards — although one of silent tribute — is the personal satisfaction that all members of the 78th feel for having done their part well in safeguarding the Democratic aspirations of peace loving people all over the world.



BYRD CITED TWICE

Wins Navy Marine Medal and Oak Leaf

John E. Byrd was awarded both the Navy and Marine Corps Medal and the Bronze Oak Leaf Emblem (the latter given by the British Government) for heroism, meritorious conduct and complete disregard for his own personal safety in assisting with the rescue of an Australian pilot who was trapped in his own plane when it crashed and burst into flames as he attempted an

emergency landing at the Los Negros Airfield.

The photo shows Commodore J. E. Boak reading the citation to Byrd (inset) before decorating him with the Navy and Marine Corps Medal while all of the Officers and Enlisted Men in the 78th look on. The Bronze Oak Leaf Emblem was awarded at a later date.



AWARDED PRESIDENTIAL CITATION These twelve members of the 78th Battalion, temporarily attached to another Seabee Battalion which later was awarded the Presidential Unit Citation for outstanding performance in action against the enemy on Los Negros Island in the Admiralties on 2 March 1945, were too cited as public evidence of deserved honor and distinction.

Reading left to right, front row, they are: Howard G. O'Hanlon, William E. Wile, Joseph P. Gillen, George J. Madru, Robert M. Goodman, Clyde E. Cruse. Back row: Milton C. Crane, Richard J. Lodge, Wilmer W. McDowell, Henry E. Haseman, Robert C. Powell, George Zloch.

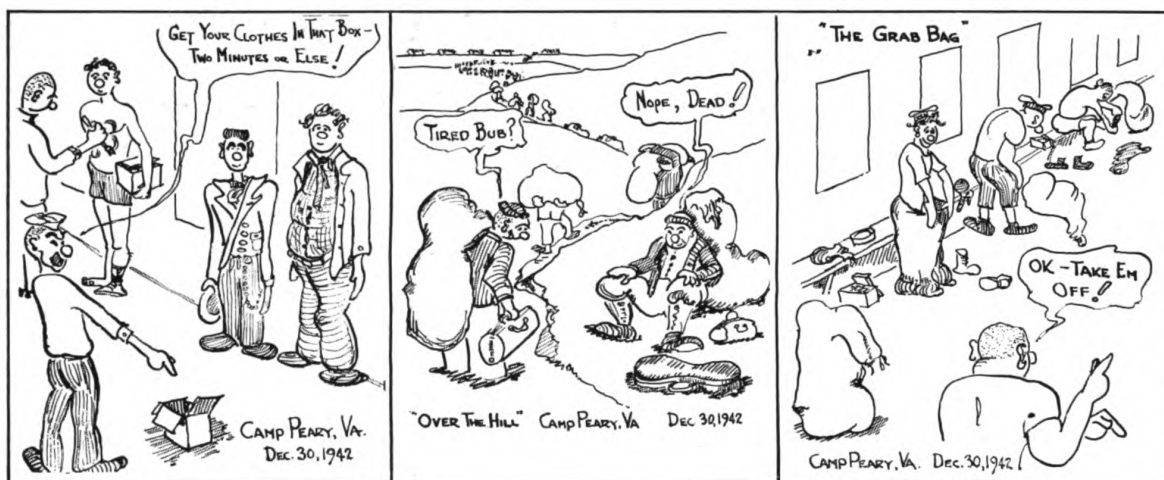
Arriving at Los Negros on D plus 2 with the first echelon of the 40th Seabees, they served with that unit during the period covered by the citation. Notwithstanding the fact that the area was still under enemy fire, they immediately on landing assumed their assigned work in clearing and repairing the once Jap operated Momote Airstrip for our own Air Force.



SMITH DECORATED

Cited for wounds received as a result of enemy action in the Southwest Pacific, Lawrence H. Smith is shown being decorated with the Purple Heart Medal by Commander J. F. Cunniff.

Smith suffered injuries of the left forearm when struck by fragments from a land mine which was set off when a bulldozer he was operating rolled over it. At the time of the explosion, Smith was clearing an area that had been taken from the enemy only a short time before.



TRAINING IN THE STATES

From Boot Days at Peary to Liberties in Hollywood

The 78th Seabees consist of a Battalion of island-toughened men and it takes more than a bombing of the rain and mud of the tropics to worry or annoy them, but when reminded of a certain Training Station located in Southeastern Virginia, even the hardest veteran is liable to quake in his heavy G.I. shoes.

At Camp Peary, Williamsburg, Virginia, this Battalion received its boot-training and commissioning, but these formalities have long been forgotten. Instead, it is the snow, the cold, the cat-fever, the hungry wood-eating stoves in the well ventilated, closely-packed huts, the long chow lines, and the unfamiliarity with Naval traditions that will haunt most of us to the rest of our days whenever Camp Peary is mentioned.

From December 21, 1942 through February 11, 1943, this odd assortment of tradesmen, clerks, cooks, equipment operators, and builders drilled and drilled until at the time of departure for Camp Endicott, Davisville, Rhode Island, it began to resemble a Construction Battalion.

Davisville, despite the seriousness of the training program, will always remain a synonym for "grab your blues, Mate, the liberty bus is waiting!" Nearby Providence, Rhode Island, must have been named by a far-seeing early American patriot. For thousands of liberty-thirsting Seabees, it was Providence indeed! War times bring about strange changes in the nature of American cities, but when the 78th Battalion departed from Davisville on March 25, 1943 after six weeks of advanced training, there surely must have been a prayer in everyone's heart which sounded like this: "God Bless Providence, and all that we leave behind".

The cycle of Training Stations and Advanced Bases continued. Camp Peary, Va., and Camp

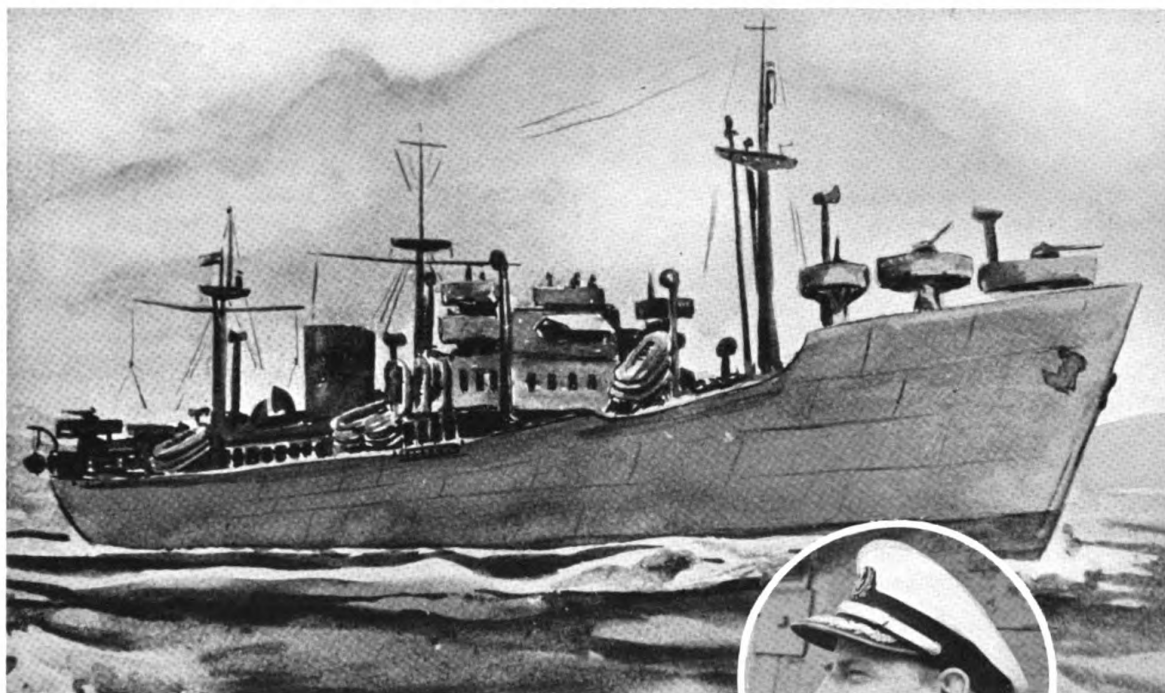
Endicott, R. I., consumed more than twelve weeks of boot-training, while another twelve weeks were spent at Camp Holladay, Gulfport, Miss., and Camp Rousseau, Port Hueneme, Calif. The Battalion personnel enjoyed nine days of leave in late March and early April of 1943 while stationed at Gulfport.

Shortly after returning from leave, the Battalion boarded Pullman sleepers and began a long journey to California. It was during this four day overland trip that the art of entering and leaving Pullman cars with blouses strangely increased in size and shape, of strange dealings with the porters, and the never-ending games of "hide-and-seek" was elevated to such a high standard.

Our stay at Port Hueneme, California, from April 21 to June 16, 1943, brought to the Battalion the grim fact that overseas duty was fast approaching, and thus explains the tidal wave of personnel that engulfed nearby Oxnard, Ventura, Santa Barbara, Los Angeles and Hollywood. While it is not intended to overlook the final preparations before embarking, it is evident that the 78th crew enjoyed the Hollywood Canteen, the Palladium, Earl Carroll's Vanities and other Southern California establishments far more than drilling in the hot sun and loading ships.

Camp Peary, Camp Endicott, Camp Holladay and Camp Rousseau all served their purpose; they performed the earnest task of training, organizing and outfitting the 78th during the crucial early months of the war. The 78th Battalion, to its everlasting credit, worked hard and long to weld itself into a good, solid Corps of Navy Seabees so that the road to Tokyo might be built more efficiently in the shortest possible period of time. — *Jack T. Matthews*

THE 78TH BATTALION EMBARKS FOR PACIFIC WAR THEATER



*The MS DAY STAR
and her master,
Johannes P. Kris-
tensen*

The day—Wednesday, June 16, 1943—will always live in the memories of members of the original 78th Seabees.

It was the day of embarkation! It came to us as no surprise, however, for we all knew as we sat down to breakfast at Camp Rousseau (Port Hueneme, California) that momentous day, it was to be our last meal in America for many months.

Only a short period of time had elapsed following breakfast when all of us, weighted down by heavy field packs, carbines, bolo knives, trench shovels and machetes, were ordered to muster and then march to the nearby pier, where our ship awaited us.

Stevedores were still at work, loading the last of the deck cargo, when we arrived. It was in early afternoon before the last of the winding line of enlisted men and officers came aboard. Deck hands were still engaged in securing the last of the deck cargo when Captain Johannes P. Kristensen, master of the MS DAY STAR, ordered the gangway raised.

Moments later the command, “weigh anchor”, was given. Then pandemonium broke loose. Engulfed in a clamor of hundreds of shouting Seabees, the 78th band played “Anchors Aweigh”, and to the pervading throb of pounding engines, the MS DAY STAR glided through the blue waters of the bay and headed for the open sea.

After the first anxious hours passed, life became dull aboard ship. The men will never forget the crowded living quarters, the long days of gun watch, Mess (hall) duty and deck swabbing, interspersed with an occasional game of cards or checkers. The endless days of scanning the horizon for enemy craft were only surpassed in anxiety by the full hours of vigilance at night. Externally the men appeared jubilant, internally they were grim and serious.

A bit of merriment enveloped our ship from keel to crow's nest one late June day when King

Neptune, Ruler of the Raging Main, "honored" us with a visit. Boarding the ship with him as the MS DAY STAR steamed southward for the South Pacific war zone and crossed the Equator at Longitude 151 degrees, was his mythical associate and "keeper of the files", Davy Jones.

Because there were too many of us aboard for the individual Polliwog to Shellback ceremonies, a score of men (and, I might add, a few officers) were selected by "popular" vote to represent all of the equatorial novices at King Neptune's court, held at high noon that day with the customary tonsorial and aquatic "jurors" presiding. Needless to say, none of the "contestants" were acquitted!!!

Never once in almost two weeks at sea did we see as much as a hazy shoreline on the horizon. Then one early morning we sighted the Samoan Islands in the far off distance, and as night fell we were able to get a fairly good look at the outline of Tutuila Island (the largest in the American Samoa group) just off our port bow. The next day was spent for the most part occupying any and every bit of starboard space from which to gaze at the rugged shoreline and mountainous ter-

rain of the two largest islands in British Samoa.

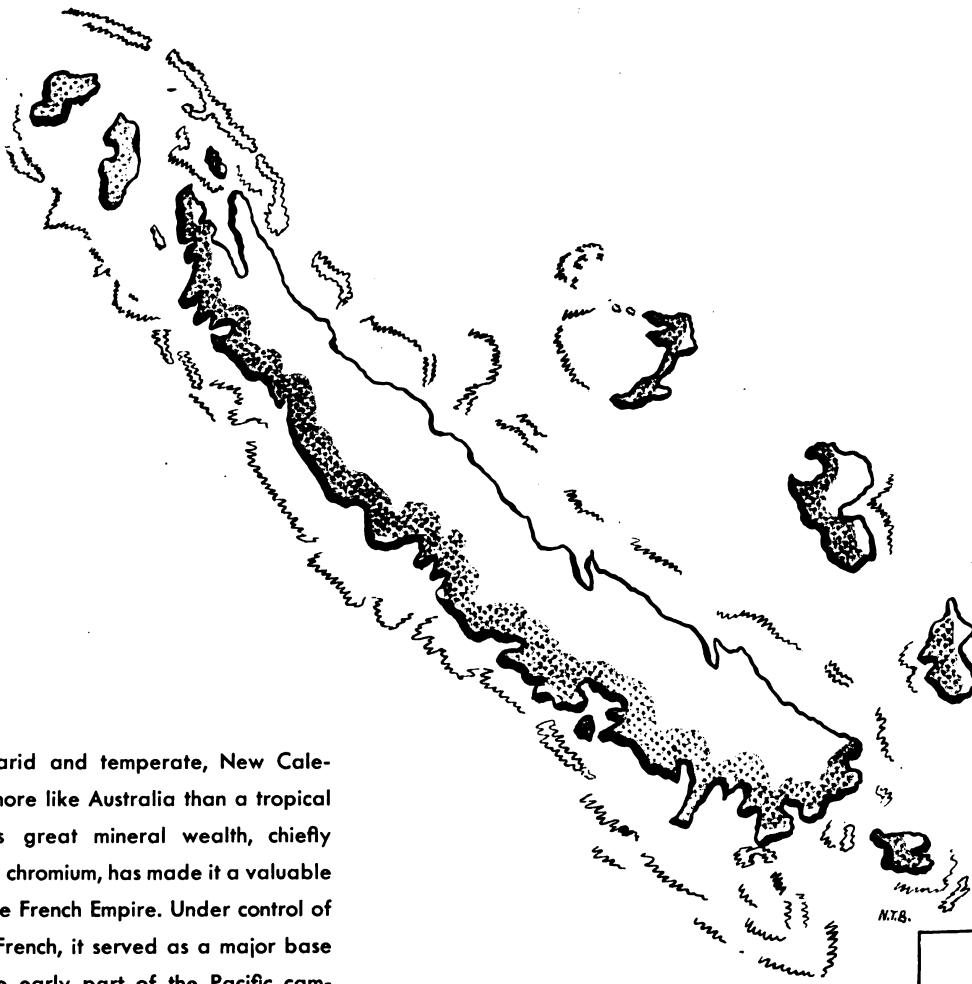
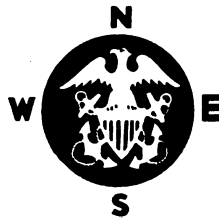
Several days later we arrived at Wallis Island and dropped anchor in Uvea harbor to await further sailing orders. Wallis Island lies about 900 miles southeast of the Gilbert Islands, which were still under the control of the Japanese.

While anchored at Wallis, shore parties were formed and we were permitted to go to the island on sight-seeing trips. It marked the first time we had set foot on soil in many days. Numerous friendly Native villages and a towering stone church, marking the penetrating work of Missionaries, drew considerable attention out of curiosity and astonishment. Shortly after, our stay at Wallis ended, and we set out for New Caledonia.

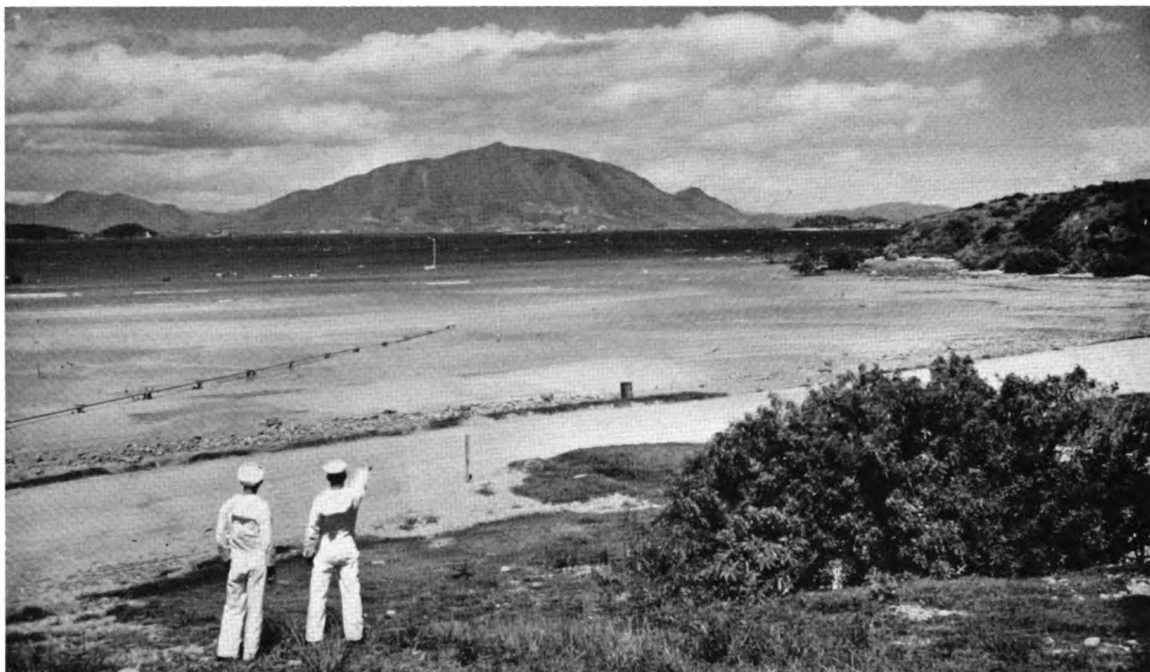
The following day was somewhat filled with confusion for we had crossed the International Date Line. It was a bit difficult to realize at first that we jumped from Thursday to Saturday and actually lost a day, which would be gained again on our homeward sail. It was July when we arrived at Magenta Bay, New Caledonia — bringing to a close our first of a series of sea voyages. — *Michael J. D'Andrea.*



New Caledonia



Rugged, arid and temperate, New Caledonia is more like Australia than a tropical island. Its great mineral wealth, chiefly nickel and chromium, has made it a valuable part of the French Empire. Under control of the Free French, it served as a major base during the early part of the Pacific campaign.



Seabees spend liberty viewing picturesque Mt. D'Or from shores of Magenta Bay

FIRST STOP — NEW CALEDONIA

Important jobs around Noumea support Solomons Campaign

While the Central Solomons Campaign was in progress during July 1943, the 78th Battalion debarked from the M.S. DAY STAR at Magenta Bay, New Caledonia, rather disappointed because it could not immediately see forward area duty. Instead, the Battalion was given the task of completing many work projects in and around Noumea which at that time was the headquarters of the South Pacific Command.

Extensive work was immediately undertaken at the U. S. Mobile Hospital No. 7, on grading and parking areas for a nearby airfield, warehouses, shops, administration buildings on Ducos Peninsula and drum filling plants. These jobs were but a few of the many projects completed

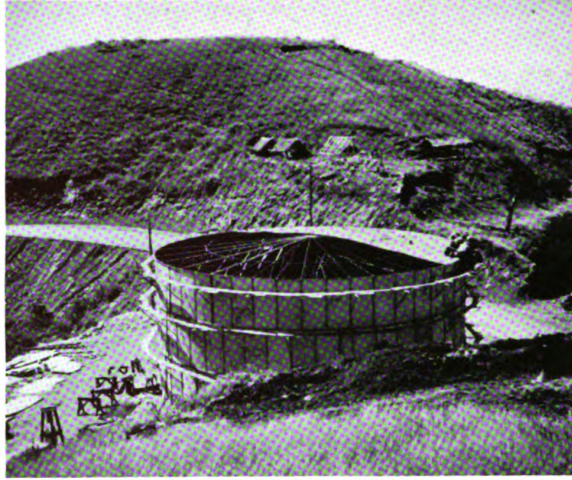
by the 78th Seabees during its five months stay on New Caledonia.

Liberty in Noumea was enjoyed by most of the men, although during this period the entire area was literally jammed with Soldiers, Sailors and Marines awaiting duty at forward areas. Camp Magenta was gradually built up — despite a discouraging rainy season which almost swept away the roads and tents — and a theater and recreation area provided.

Late in November 1943, just after Thanksgiving, the Battalion received travel orders and embarked aboard the USS MAUI, a former luxury liner, for an assignment in the newly created Southwestern Pacific Area. — *Jack Matthews.*



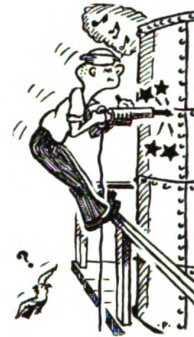
New Zealand prefabricated warehouse at Ducos.



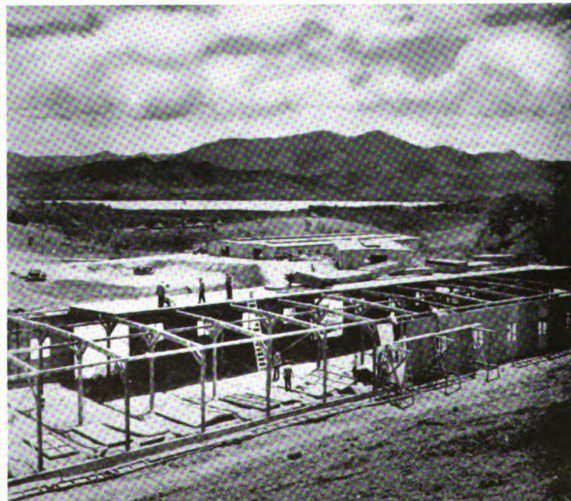
Near completion of water storage tank.



Angle dozer — bulldozing sidesaddle to clear surface for waterline.



Construction of pipeline nears end.



Speedy erection of New Zealand warehouses.

New Caledonia



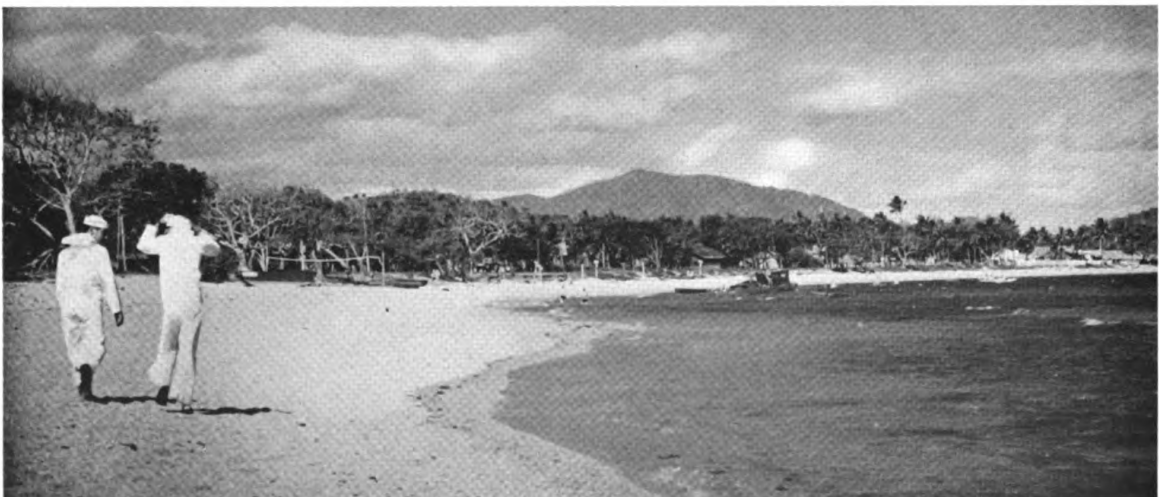
Officers' beach at Anse Vata. Many will recall this resort just outside of Noumea.



Enlisted Men's club at Anse Vata.

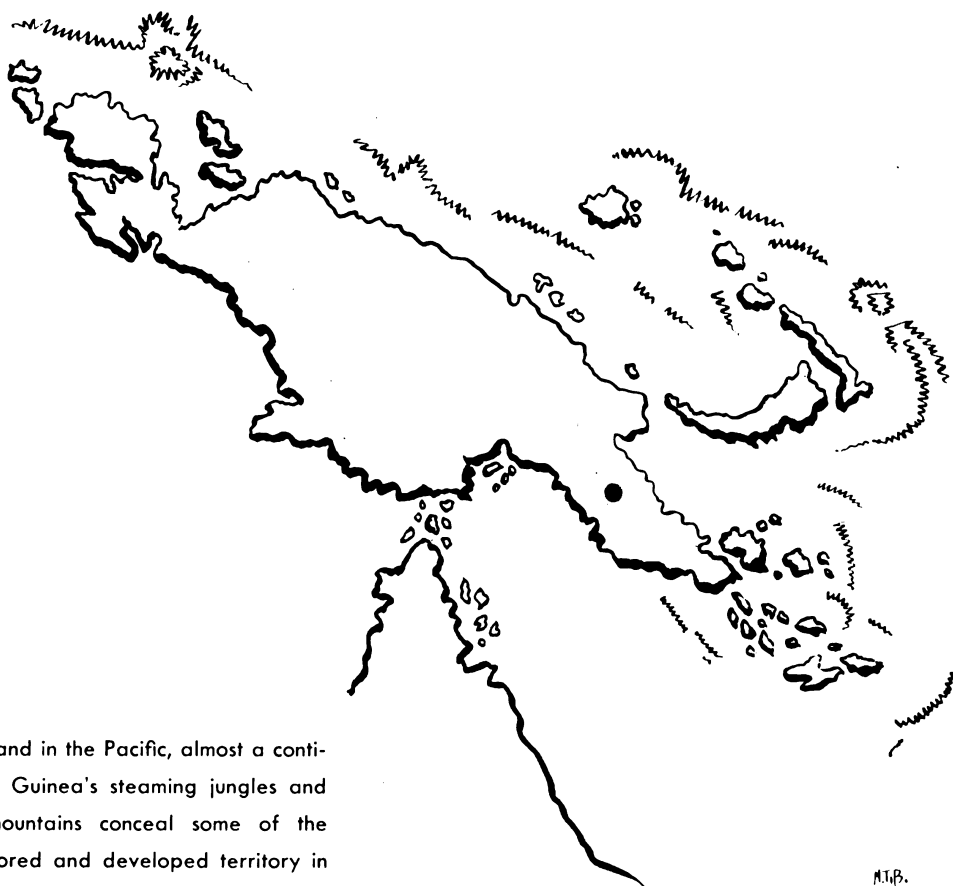
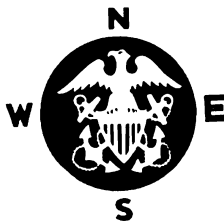


Seventy-Eighth orchestra entertains at ComSoPac.



Seabees enjoy refreshing brisk winds as they stroll sparsely inhabited beach at Anse Vata.

New Guinea



M.T.B.

Largest island in the Pacific, almost a continent, New Guinea's steaming jungles and rugged mountains conceal some of the least explored and developed territory in the world. Here the Japanese advance reached its peak, and here also, in intense heat, deep mud and thick jungle, occurred some of the most difficult fighting of the war.



MEMORABLE DAYS AT NEW GUINEA

Our first encounter with raid alerts and bombings

It was with mingled anxiety and relief that the 78th Seabees left Noumea Harbor late in November, 1943, aboard the USS MAUI and headed in the general direction of New Guinea. Anxiety was reflected by the fact that the destination point — Finschafen, New Guinea — was even then seeing bitter fighting, particularly in the Sattelburg area. “Relief” was evident because the Battalion felt it had been stationed in New Caledonia long enough.

After a five-day cruise through the Coral Sea, the “Maui” anchored in Milne Bay, New Guinea, the great Southwest Pacific Base, early in December, 1943. Landing Ship (Tanks) vessels came alongside and our cargo and supplies were transferred onto them. A few days later the Battalion completed the reloading operation, transferred to the big landing barges, and shoved off for Finschafen.

For the greater part of the two-day “shuttle” trip up the flat coastline of South Eastern New Guinea, the journey was pleasant enough for the men. Buna, scene of a famous campaign earlier in the year, was passed; then the convoy headed across the Huon Gulf by night for an early morning rendezvous at Finschafen. A downpour followed and those who managed to occupy bunks below deck were the lucky ones.

At dawn the following day, the heavily wooded hills of Finschafen and Langemak Bay were dimly outlined through a slight mist. While the anti-aircraft gunners kept a tense watch for possible enemy air opposition, all hands enjoyed their last good breakfast for several days. As the barges headed in toward shore, a dozen P-38 Lightning interceptors offered aerial protection overhead. The Japanese were still operating bases at Cape Gloucester, Alexishafen and Madang.

Shortly after 0830, the Battalion went ashore and commenced unloading operations. The unloading was complicated by the fact that we had not been able to put rolling stock aboard the LSTs and the cargo had to be taken off almost entirely by hand. At the time of the landing, the Japanese ground forces were encountering elements of the Australian Ninth Division about five miles north of Finschafen and at Sattelburg where the Australian artillery was active.

Members of the original 78th Construction Battalion will never forget those early December days of 1943. The exhausting days and nights of unloading, when everyone slept in the open; the distant booming of artillery near Fortification Point; the oppressive heat of the New Guinea jungle; the mud and mosquitoes; the nightly air-alerts; the dengue fever—all of these experi-

ences will long be remembered in a grim light.

Until mid-January 1944, the 78th Battalion operated in an advanced area, just north of the Finschafen Mission. Areas of dense jungle and close-packed coconut groves were cleared, sometimes by hand; roads were constructed; bridges were erected across streams which hitherto had handicapped military operations in the sector; and all this time the Australians steadily drove the enemy back along the Wareo Trail toward Saidor and Madang.

During the months of December 1943 and January 1944, there were 130 red alerts and eleven bombings in the immediate vicinity of the activities of the Battalion. For a time, the 78th Battalion was operating farther north than any other American unit on the island-hopping route from Guadalcanal and Milne Bay to Tokyo.

In January 1944, the Battalion moved back down the line to Langemak Bay, where another camp was set up. Our construction men forged ahead with important tank farm work; the airstrip was improved; the Naval Base was built; and stevedores kept the freighters unloaded almost as rapidly as the ships came into port.

In early March 1944, events occurred which took the Battalion into another forward area. The First Cavalry Division had landed on Los Negros Island of the Admiralty Group, some 300 miles north of Finschafen in the Bismarck Archipelago, and it was necessary that Seabee units aid in the repair of the famous Momote Airstrip. The first echelon of the 78th Battalion embarked on LSTs at Dreger Harbor and sailed for their new assignment. Several weeks later, when the Admiralty campaign was coming to a close, the remainder of the Battalion embarked on the Liberty Ship, **FREDERICK BILLINGS**, and joined Commander Cunniff's echelon on Los Negros. — *Jack Matthews.*



78th Seabees eat dinner aboard an LST somewhere off the shores of Buna, New Guinea.



Eager onlookers crowd rail to watch convoy.



LST beaches at New Guinea.



Small craft protects the landing.

New Guinea



LST landings at Langemak Bay, and subsequent unloading operations.



LCV's and M'S landing foodstuffs at Finschafen beach.



Preparing chow on field stoves.



The first days at Finsch' — Remember?



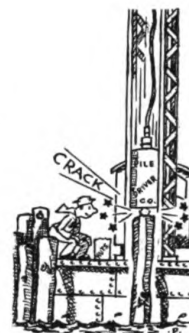
One-time Lutheran Mission rebuilt for Army staff.



Bumi river bridge — Aussies moving up.



Floating dock — Another 78th project.



Coconut cribbing for floating dock approach.



Note partially submerged Jap vessel in background.

New Guinea



Religious services on a hastily improvised altar.



Working in New Guinea jungles.



Christmas mail — one of the largest deliveries ever received — at Finschafen 1943.



The bakers — they served us well, Mom.



The Post Office and Ship's Store at Langemak.



Officers' Bar and Dining Hall at Langemak — (what say you remove that cap, Joe??)



Salvaged Jap barge (left) part of the "78th Fleet"!!



Doctors Harris and Raley at Langemak quarters.



Just a check-up with Doc Wall checking!

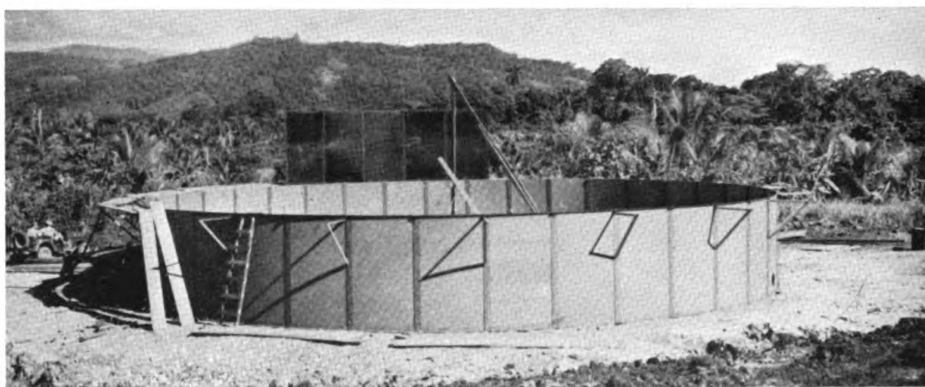
New Guinea



New Guinea natives assist in malaria control.



Lieut. William Gordon, a casualty at Los Negros.



Fuel storage tanks ashore for the ships at sea.



Thick red clay clings tenaciously to blade.



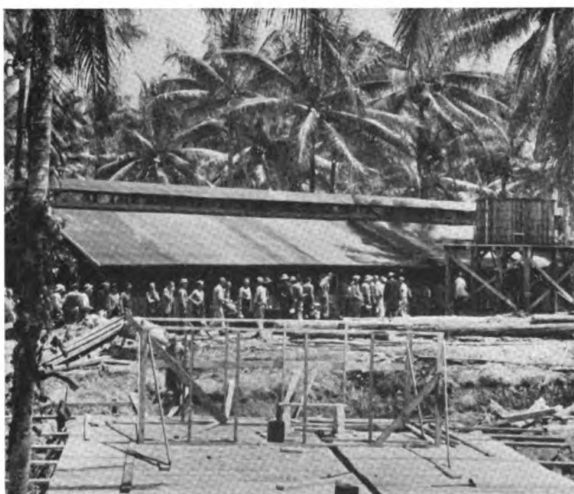
Record breaking road builders — see truck waiting.



Buildings erected by 78th CB-s at Finschafen Naval base. Quonset on right is the Main Post office.



Naval base hospital and dispensary.



The winding chow lines, atabrine, and "battery acid."

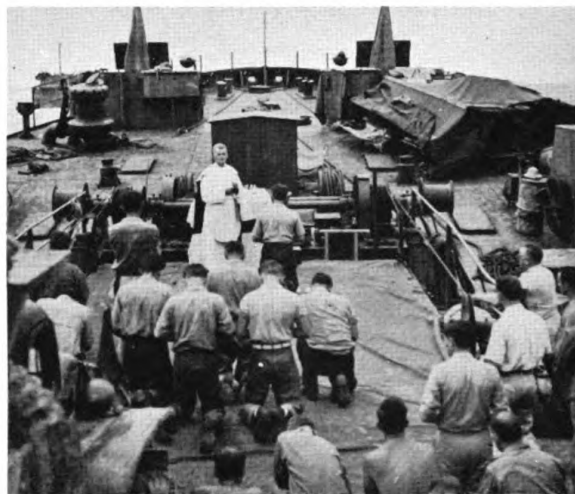


Officer Of The Day office at Langemak.

New Guinea



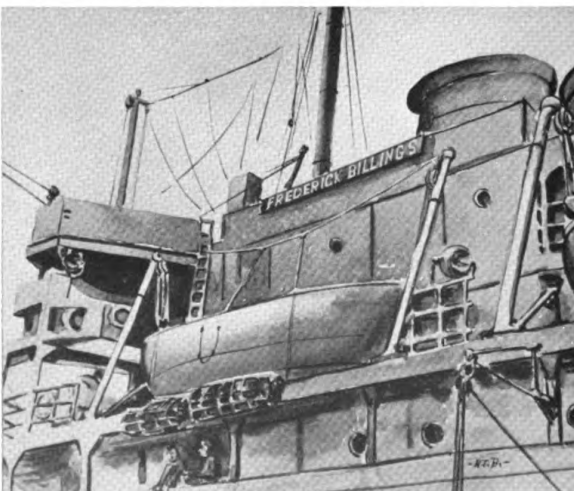
The last of New Guinea. Where to next?



Sunday Service on an LST.

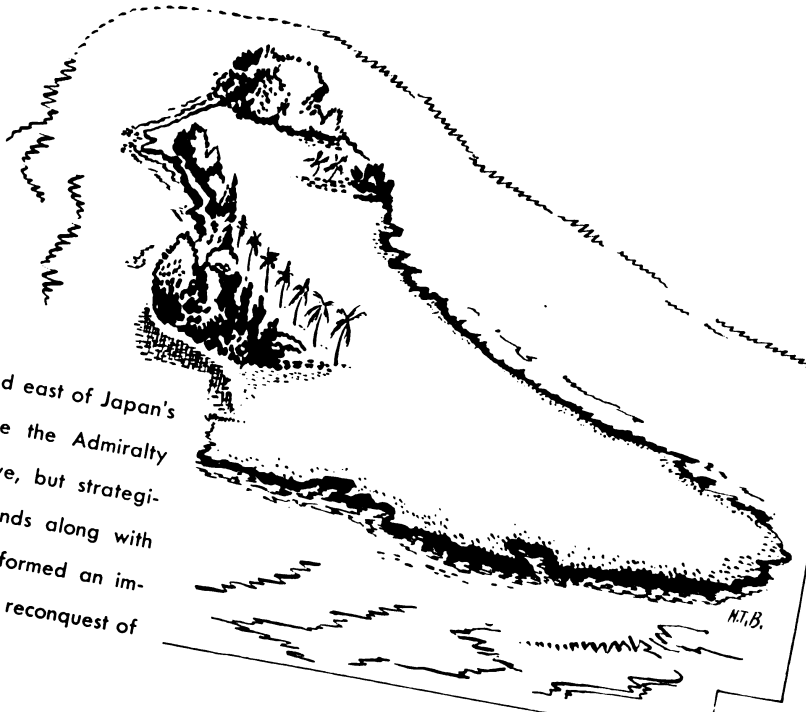
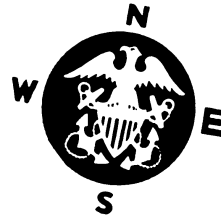


Seabees have pier completed for arrival of echelon.



The last of the 78th leave New Guinea aboard the "SS Frederick Billings" for Los Negros.

Admiralty Islands



North of New Guinea and east of Japan's great base at Rabaul lie the Admiralty Islands, small and primitive, but strategically important. These islands along with beautiful Seeadler harbor formed an important stepping stone in the reconquest of the Pacific.



First echelons make LST landings (right) while later arrivals find pontoon pier to greet them.

TASTE FIRE AT LOS NEGROS

Repair Momote Airstrip during battle, go on to build great base

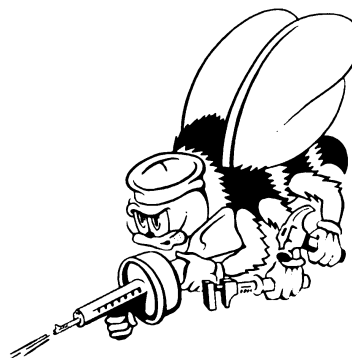


When the first echelon of the 78th Seabees landed at Hyane Harbor on Los Negros Island early in March 1944, and went ashore to their bivouac area, they saw destruction which only modern warfare can create. Bomb craters, huge foxholes, heavy cocoanut log fortifications, splintered palm trees, ruined equipment, enemy dead, and piles of ammunition and debris were scattered everywhere. Our own artillery was blasting away within a few hundred feet of the bivouac area, and dive bombers were smashing at the trapped Japanese on the far side of the airstrip. On one occasion, an enemy counter-attack forced all hands into foxholes for the night while machine guns barked on all sides.

Momote Airstrip, the primary objective of the Los Negros campaign, was quickly repaired by various Seabee units, including the 78th Battalion. Twelve men of the 78th crew preceded the first echelon, landing at Los Negros on D Plus Two, and performed magnificent work under the most hazardous conditions. These twelve equipment operators were later to receive Presidential Citation Awards.

Construction operations were never so important before to the security of the entire American landing force. Bulldozers, operated by Seabees and protected by Army tommy-gunners, rolled inland, clearing roads, removing debris, and repairing the airstrip. Our communications men scattered into the most advanced areas, stringing up lines and repairing those already damaged by battle. Some of our equipment operators overran booby traps, fortunately without serious injury to anyone.

After the second echelon arrived late in March 1944, other projects on Los Negros were commenced. An extension of Momote Airstrip was completed, as well as bomb dispersal areas; our equipment operators aided another Seabee unit in the construction of the new Mokerang bomber strip; tank farm and fuel pipelines to feed the bombers were assembled; a complete field hospital was erected; and various Naval installations built. The Battalion worked long hours under the equatorial sun, and completed many difficult jobs. — *Jack Matthews*



Los Negros



"California weather!" at Los Negros.



Momote Cemetery and Chapel.



Our camp site on once Jap-trod soil.



Bathroom beach: shower platform right foreground.



Silenced Jap gun and anti-aircraft artillery captured near Hyane harbor and Momote airstrip.



Japanese dead at Momote airstrip.



Japanese grave markers.



"Pest" Control: Oil for mosquitoes; bombs (in background, pix on left) for Japan.



Captured Jap truck, overhauled by 78th Seabees.



Demolished Jap plane, prize for souvenir hunters.

Los Negros



Company B — campsite — by the sea.



The signal is "on the line", s'help me!



Familiar scene during first days at Los Negros.



Loading coral for surfacing hardstand (see right).



Refueling before the mission.



Welding 'dozer water jacket hit by land mine.



Seabees work shirtless in sultry tropic shade.



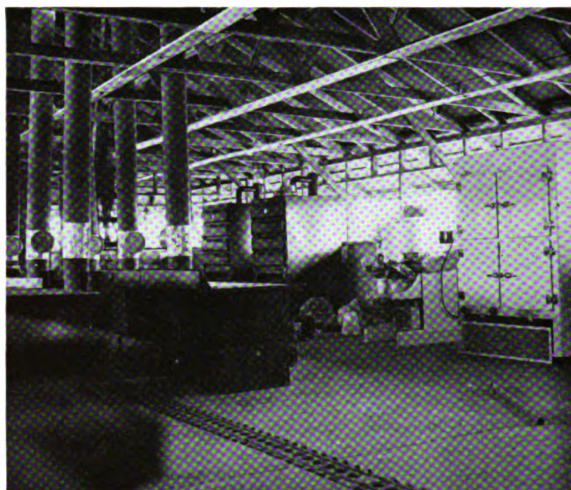
Procurement of coral (left) near the shores of Hyane harbor.



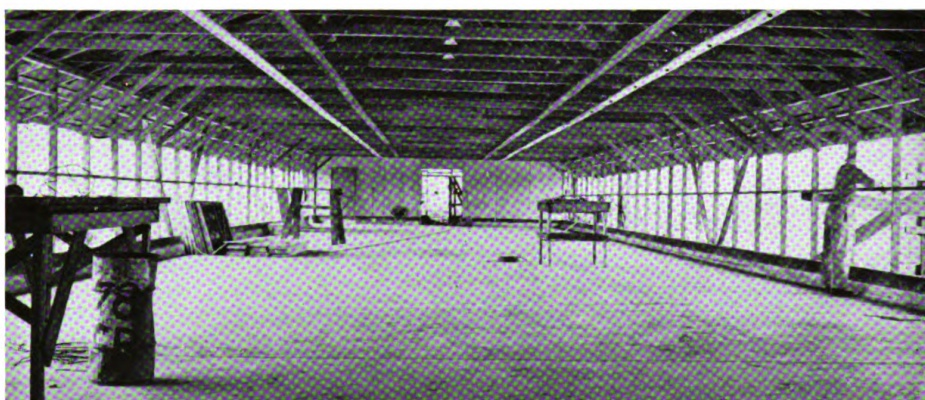
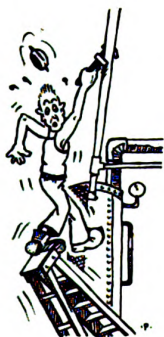
"Chariot" man pours at "Seabee tea party."



Hospital laundry gets "on the double" treatment.



Dietician's laboratory (left) and Main Galley for a hospital unit.



Bulkhead structure completed for screening in of Hospital Mess Hall.



Parachute storage and packing loft.



Reefer bank — for perishables.



MUD

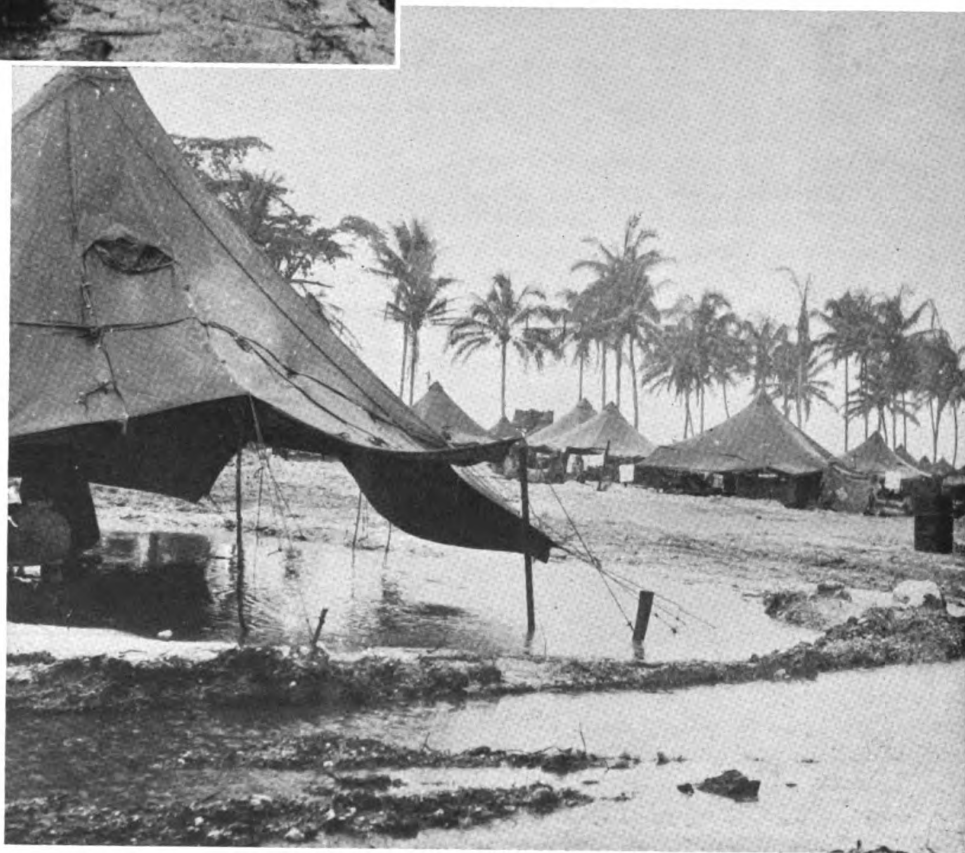
by Irving Miller

Overcast skies and cloudbursts.
Rain pouring down all around.
Thunderbolts of lightning and howling winds.
Mud, — thick mud, on the ground.

Sheets of rain to the right and left.
Sheets of rain all around.
The impenetrable curtain closes in.
Mud, — thick mud, on the ground.

The wind and the rain cease suddenly.
Just stand and look around.
The sun is radiant in a clear blue sky.
Mud, — thick mud, on the ground.

And so it goes on, all day and all night.
There is nothing else to be found,
In this strange land of make-believe,
But mud, — thick mud, on the ground.





Erection of antenna tower on edge of dense cocoanut grove at Bear Point.

C COMPANY AT BEAR POINT

by Jack T. Matthews

In early May, 1944, while the main elements of the Battalion were laboring on Los Negros, Company "C" was temporarily detached for duty on Bear Point, Manus Island, located about 10 miles east of Lorengau, to build a Radio Transmitting Station and a Radio Receiving Station. The latter unit was to be built on Butjo Lang, a small island off shore from Bear Point.

Dense jungle areas had to be cleared and graded before work could commence; the terrain at Bear Point was probably the worst that 78th personnel had yet encountered. Installations included quonset huts, antenna poles, steel towers, a well and water supply system, coral roads, transmission facilities, and other projects. Bear Point required 3543 man-days to build; and Butjo Lang required 2070 man-days. Satisfactory as these figures may seem, they do not give the complete story of the toil, the sweat, and the great difficulties encountered with the virgin jungle; the bogging down of equipment; and the bitter struggle with rain and mud, including the danger of infiltration by enemy stragglers.

With the completion of the Radio Station,

"C" Company moved to set up a new camp and start construction of a Section Base to handle mine sweepers and smaller harbor craft, located about a mile west of Bear Point. This project consisted of gas and fuel oil storage tanks, pumping stations, and pipeline connections, docks and piers, Stran steel huts, and other facilities. Difficulties similar to those encountered at Bear Point were overcome, and by September 1st, 1944, the Section Base was operating.

Thus, during the Battalion's peak of construction efficiency — the period from May through August 1944 — 78th Seabee projects were scattered over virtually the entire Admiralty Group. Since the Battalion's supply and communication lines were so extended, i.e., between Ponam, Butjo Lou, Butjo Lang, Section Base, Bear Point, Lorengau, and Los Negros, virtually all transportation was via water. Perhaps the story of the 78th Battalion's "Navy" will never be completely compiled; nevertheless without the efficiency and energy of our boat and barge crews, these projects would not have been completed on schedule.

Bear Point - Section Base



Scene of electric installation (left) and additional quonset work by 78th at Bear Point.



General view of bivouac area at Bear Point.



Cocoanut trees — natural communication poles.



Water tower with cocoanut tree trimmings—Butjo-Lang.



TEN WEEKS ON PONAM ISLAND

by Jack T. Matthews

The 78th Naval Construction Battalion began movement to Ponam Island from Los Negros in late May, 1944, for the purpose of constructing an airbase for the servicing of carrier planes and as a shore base for carrier squadrons while in the area. The island was a small coral formation about two miles long and not over one-quarter mile wide at its greatest width and was located approximately 30 miles west of Lorengau.

The Battalion spent nearly 10 weeks on Ponam and during this time its construction activities reached a new high efficiency and production. A

5000' x 150' coral surfaced runway with parking areas was constructed, together with shop facilities, storage warehouses, tank farms, roads, docks, and a camp of over 100 quonset huts.

Work was maintained around the clock during most of this period. It was a hard, grueling job, but one which when completed gave every man a feeling that he had done his work well. The knowledge that the Ponam Airfield would prove to be an important factor in the eventual defeat of the Japanese gave all hands an added incentive to rush the work through to completion.



Aerial view of finished product, — note glistening coral surface, remnant of coconut plantation.



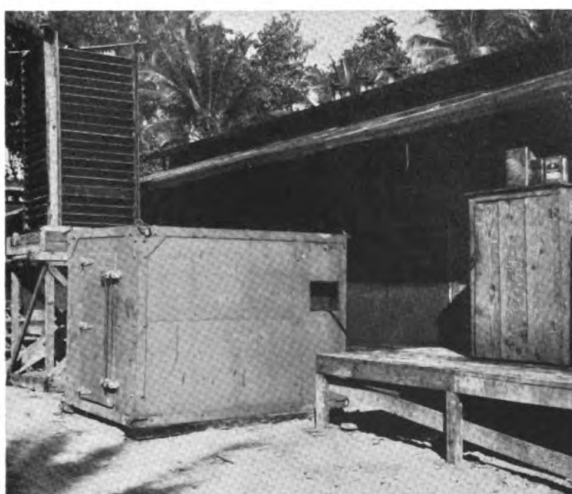
Officers' and Chiefs' Mess Hall.



Administration office and Communications building.



"Spam Hall" — Enlisted men only!!!



Water (tower) and Beer (reefer). What's yours?!



Water storage and chlorination unit.



AIRSTRIP CREDITED TO 78th's SCORE

by Michael J. D'Andrea

With numerous feats of ingenuity already accredited to its Pacific "CAN-DO" score card, the 78th Seabees went on to accomplish another record in early June 1944 when it cleared, leveled and covered a 5,000 foot airstrip with some 6,000 truck loads of coral in the short span of 11 days actual working time.

Built on a strategically situated island in the far southwest Pacific, the project was regarded not only by the Navy's leading engineers as a

masterpiece of Seabee ingenuity, but also by the Air Corps, whose victories depended on the speed and time in which this facility could be provided.

The isle, due to its comparative smallness in size, had little or no resource from which coral — needed for paving the runway — could be drawn, and two coral jetties extending 400 feet out into the harbor were constructed. It was from these jetties that dragline operators lifted the 6,000 truck loads of coral in the record smashing time.



Camerman visits working crew assembled on coral jetty following construction of airfield.



Preparing wiring for dynamite blast.



Diver (left) emerges from deep sea work.



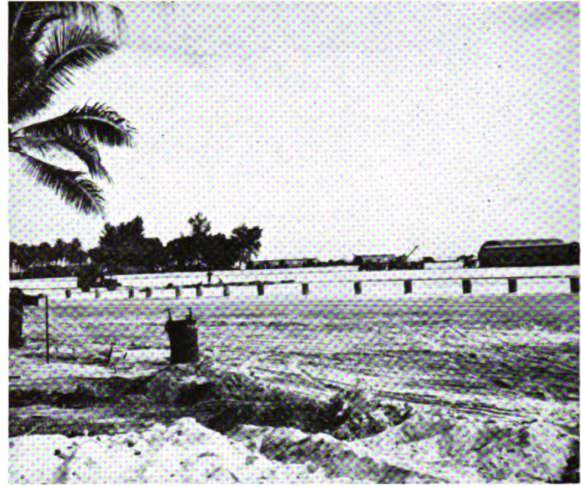
Dynamite conveyed by dory for blasting solid coral rock.



Scores of dynamite laden burlap bags prepared for coral blast — depicted so picturesquely at right.



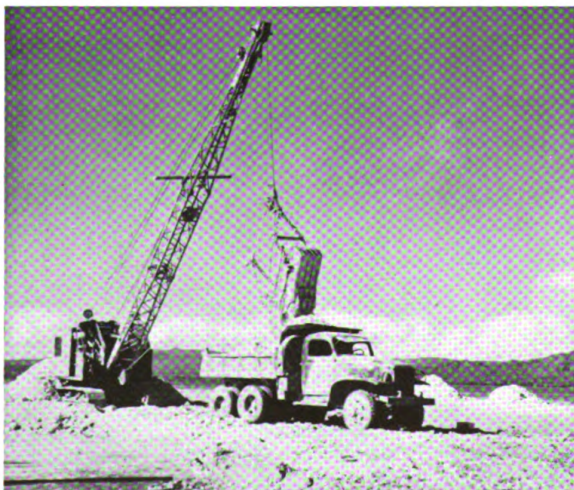
Instrument man makes survey.



A familiar scene along "Drum Fence" road.



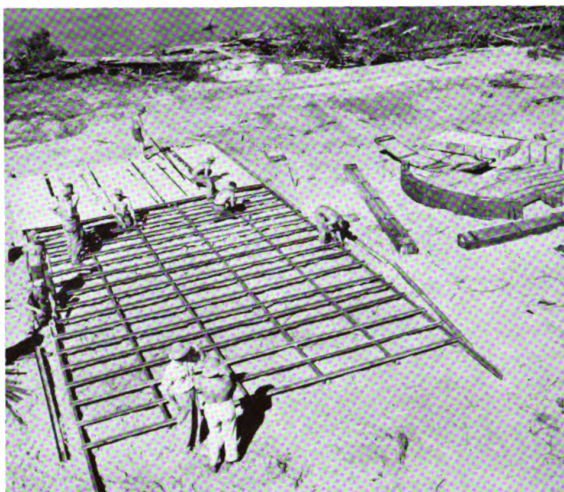
Grader rolls behind earth-mover — observe movie screen right center.



Dynamite loosed coral rock loaded on truck for delivery to fast-taking-shape airstrip.



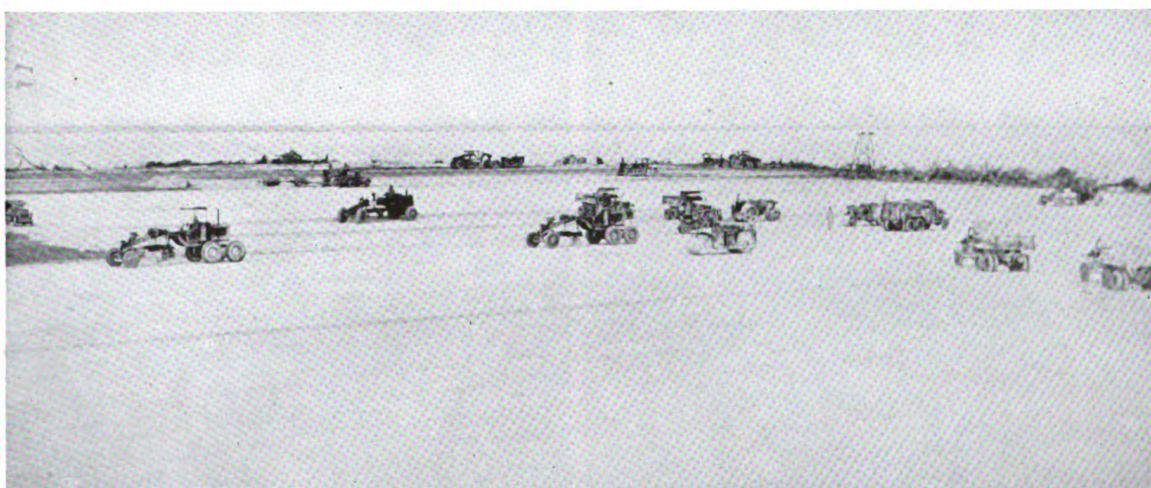
Finishing work on control tower structure.



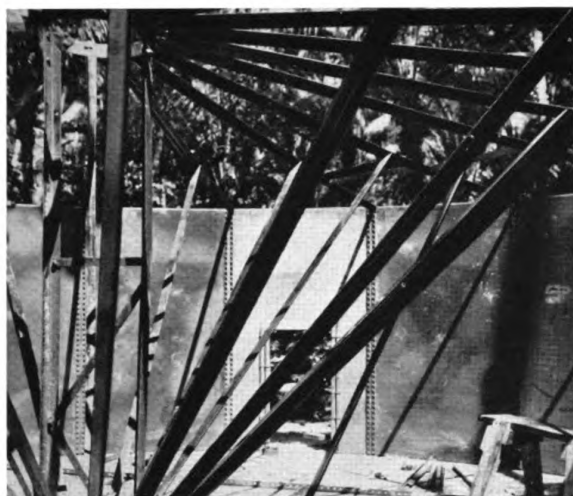
Preparing deck for parking area workshop.



Navy Hellcat — the first to land on 78th built strip.



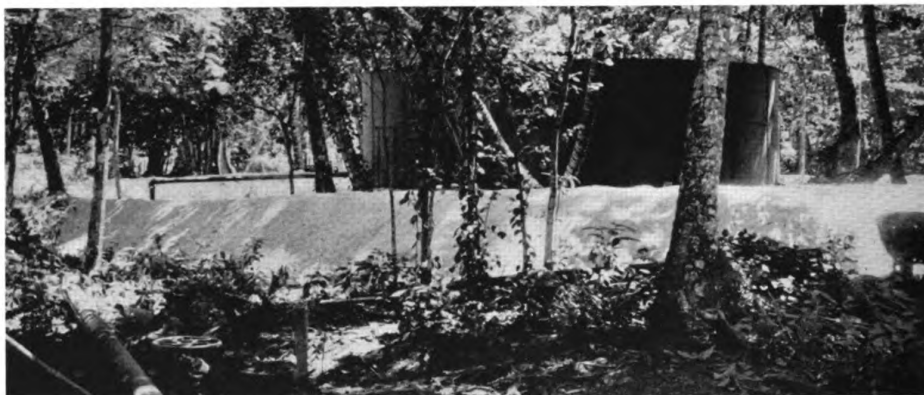
From coral surfaced airstrips such as this, war is brought to doomed enemy held bases.



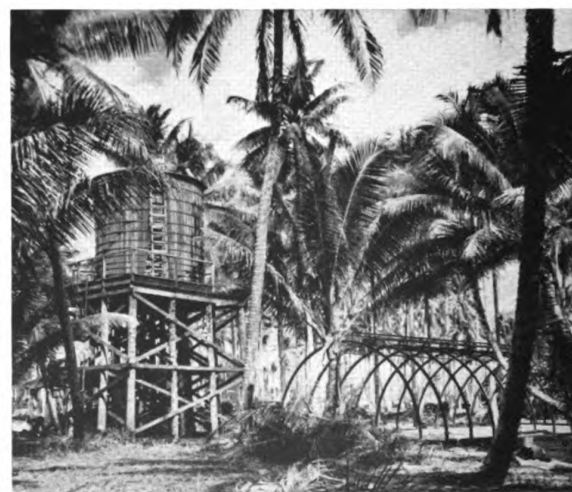
Intricate interior structure of gasoline storage tank.



Dense jungle growth provides effective camouflage.



A serene setting for a sensitive fuel for a savage enemy.



Personnel camp and water storage tank erected by the 78th for a Navy airfield unit.



Here we're on the out lookin' in.



Now we're on the in lookin' out!



Officers' Mess Hall built by 78th for neighboring Acorn Unit.



Driving piles for small craft dock.



The task of loading incoming materials.



Native boys clear brush on outside of compound while native women maintain village proper.



Part of "Native Navy" anchors at Manus. . . .



Burning underbrush with the use of oil expedites preparation for new camp site.



Out at first, and it's one away!



Chiefs down the Officers, 6-3.



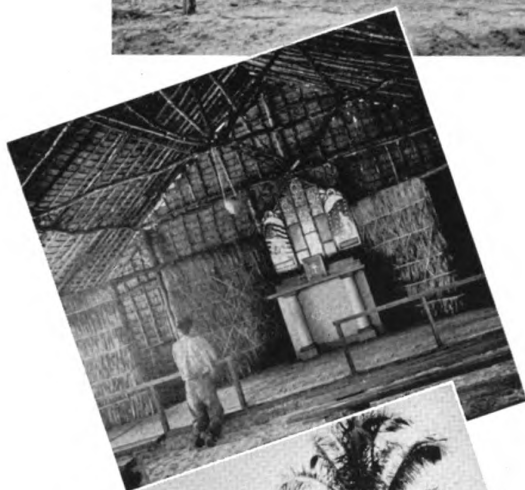
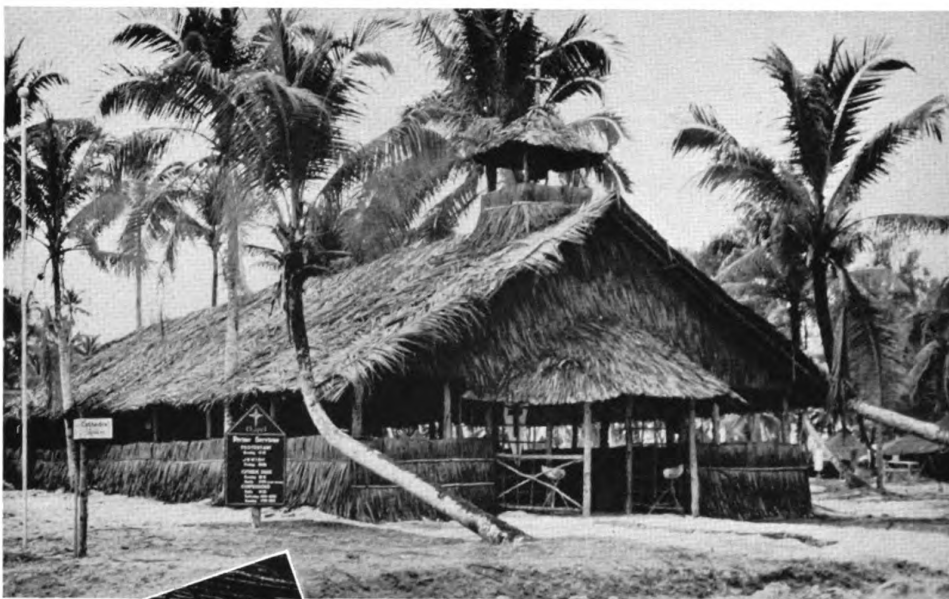
Commander Cunniff pitches the first ball.



A fair catch, and two down!



"Rube" Daniels strikes out, and sides retire.



Cathedral Square

FOR ALL FAITHS

"Cathedral Square", situated in the heart of a native cultivated cocoanut grove on a coral fringed island in the warring Southwest Pacific, is the site of a rustic Chapel built by the 78th Seabees.

Shortly after the Yanks came in full control of the island, the site that was to eventually become "Cathedral Square" was first discovered by Chaplain John D. Kofflin, who joined us only a few short weeks before.

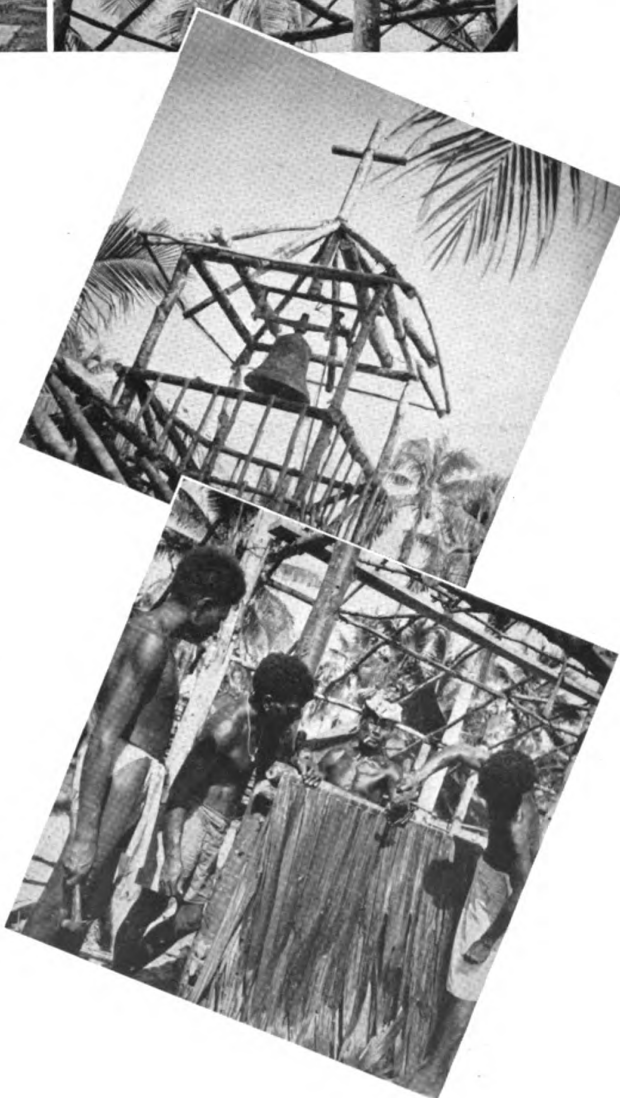
Such obstacles as man power and building materials were easily hurdled when the Seabees offered to labor during their free time, and the natives consented to felling trees for lumber. It was a wholesome and interesting experience to witness — in the midst of a chaotic ocean — men of all denominations, Catholics, Protestants and Hebrews alike, in this activity.



A sturdy, century-old bell, which had been salvaged from the ruins of a bomb shattered Mission while the 78th was stationed in New Guinea, was given its place of prominence in the belfry. When the bell was originally extricated from the debris of bomb devastation, it was found to be almost unusable. Again the versatile Navy builders proved their skill not only by their welding, but what is more important they succeeded in completely restoring the tone in the bell.

The arduous task of gathering "sac-sac" (a graminaceous plant) now adorning the exterior of the building is credited to the hard working natives, who penetrated deep into the heart of the sultry swamplands on nearby islands to gather the necessary quantity.

With the dedication of the Chapel three weeks after the first work was begun, "Cathedral Square" has since been a constant meeting place of Worship for the Hebrews on Friday, the Protestant Services on Sunday and the Sunday and week-day Masses for the Catholic personnel. — *Michael J. D'Andrea*





RAIN, MUD AND WORK AT MANUS

by Jack T. Matthews

Detachments of the 78th Construction Battalion landed at Lorengau from Ponam Island and began work on the NAB Receiving Station on 12 July, 1944. This group surveyed the site, worked on road construction, and erected a limited number of buildings. Immediately upon completion of the Ponam Airstrip, approximately August 1, 1944, the main bulk of the Battalion moved by companies to Lorengau.

The Receiving Station project, and all additional public works projects, was carried on under typical tropical conditions—hot humid weather with almost continuous rain. The ground was swampy along the beach with steep jungle covered red clay hills adjacent thereto. The Receiving Station was erected along the sides of these hills. Nearly 300 quonset huts, including a 10,000-man mess hall and galley, were con-

structed during the Battalion's five month job.

As hut after hut was erected on the slippery red clay hills, the men moved in for permanent quarters, the first such billets that they had enjoyed since leaving the United States. Each quonset hut comfortably quartered approximately 20 men. Additional camp facilities erected included a chapel, theater, library, beer and soft drink area.

When work was secured in early December, 1944, the Battalion had completely erected an outstanding NAB Receiving Station and had constructed many other facilities in the Lorengau area. The 78th Seabees had completed their assignment in the Admiralty Group—the work they accomplished speaks for itself. The projects received a "Well Done" from the Commander Naval Base and Commander Service Force, Seventh Fleet.



Chief Devers and survey party have chow.



The first days at Manus.



Lorengau (Manus) mudhole.



Lorengau "Tent City". Later "Quonset Hut" Receiving Station.

Manus



Terracing for "Quonset Hut City".



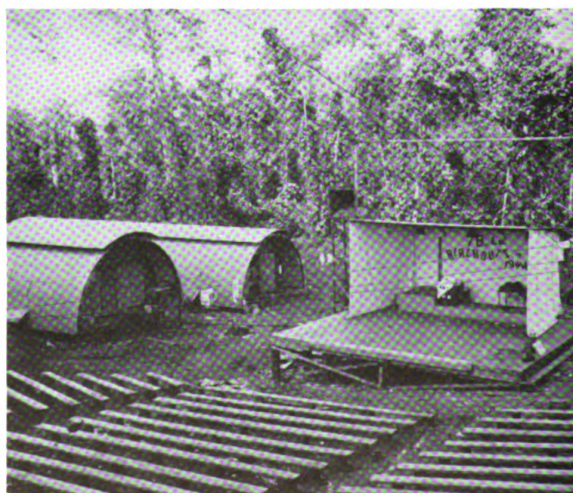
Row on row . . . huts . . . trucks.



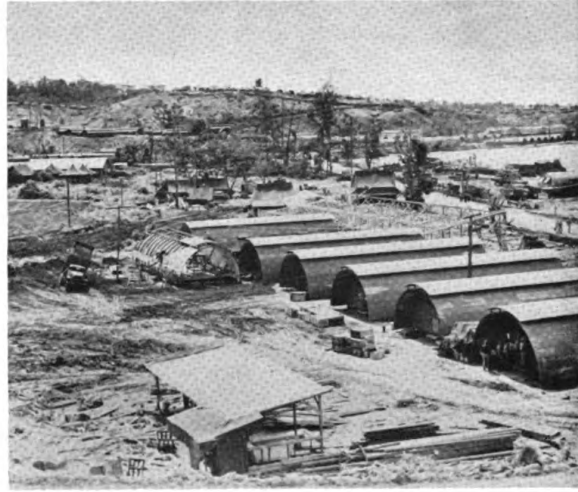
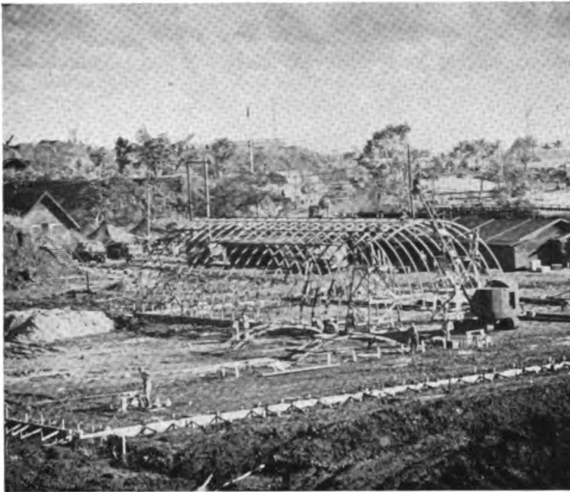
From right to left . . . from beginning to end.



Tropical showers? ??? Yes.



"Two in the orchestra" . . . "78th Auditorium."



Constructing Receiving Station Galley (left) Administration offices (right).



Main Galley and Mess Hall. Note 78th camp on upper terrace in the distance.



Leveling ground for construction work.



One of many drainage problems encountered.



78th Seabees build new Lorengau Memorial chapel . . . Note our camp in background.



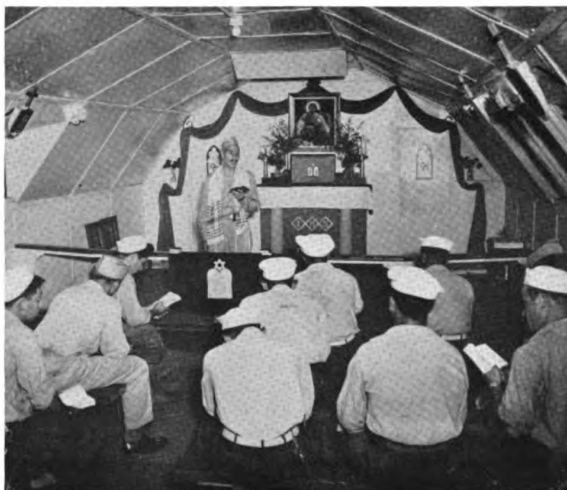
. . . Dedicated to those who fell in the Admiralty Campaign.



Dredging coral for new Lorengau highways and numerous other island projects.



Raising of the Church Pennant.



Jewish Services . . . Chaplain Cohn.



Protestant Services . . . Chaplain MacKenzie.



Catholic Mass . . . Chaplain Koffin.



Harbor Patrol boat moors at pontoon dock.



Timber pier under construction.



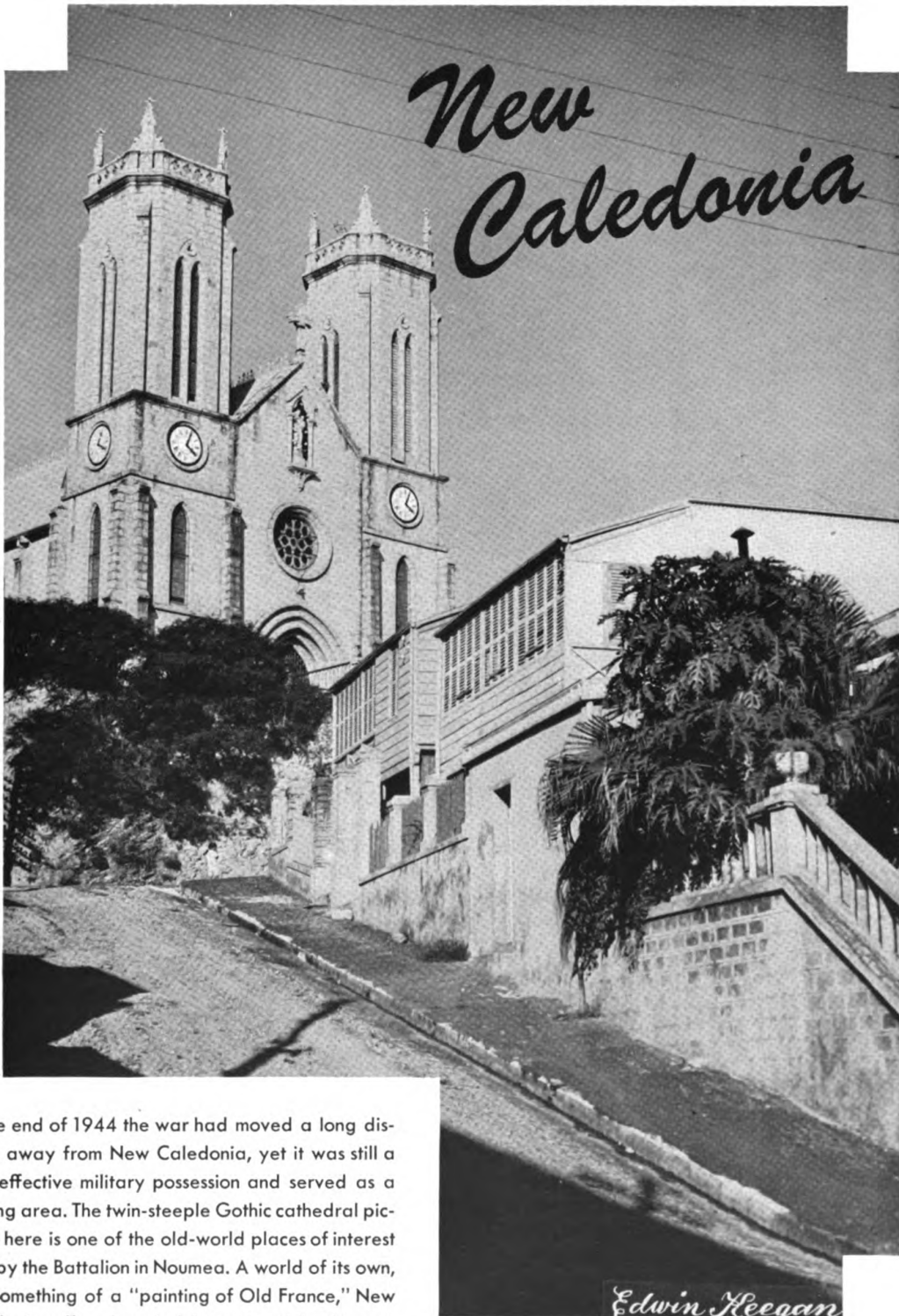
Completed timber pier replaces pontoon dock destroyed by storm.



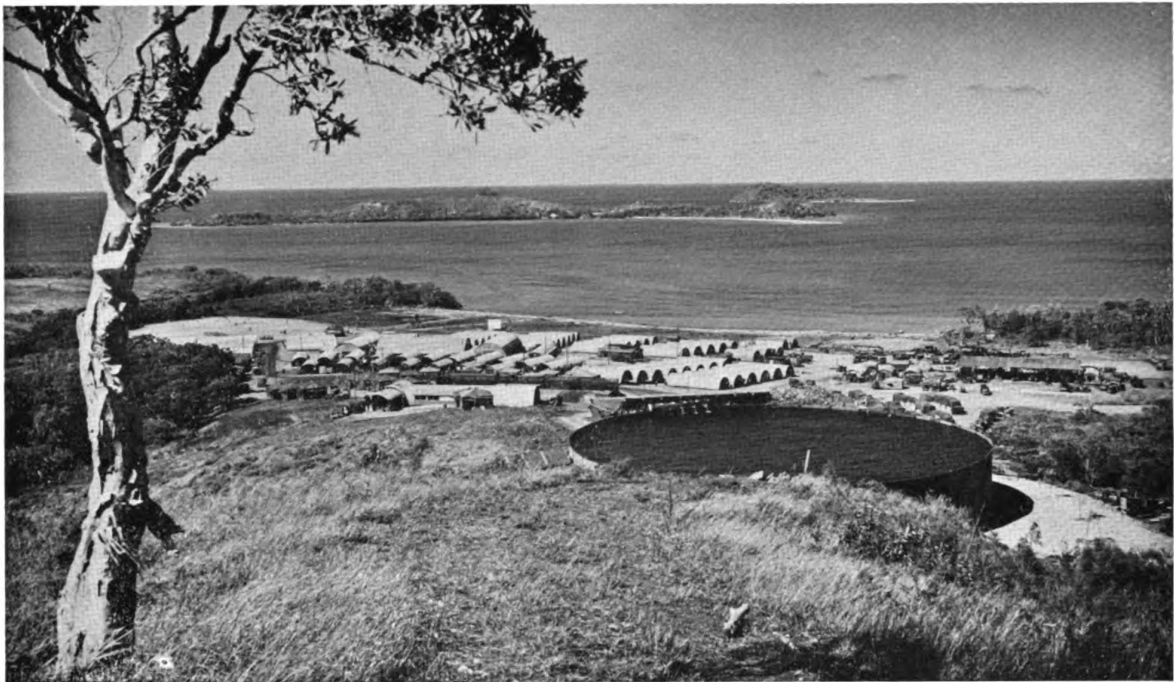
Weigh anchor sailor, you're going to sea again!



Leaving Lorengau in early December 1944.



By the end of 1944 the war had moved a long distance away from New Caledonia, yet it was still a very effective military possession and served as a staging area. The twin-steeple Gothic cathedral pictured here is one of the old-world places of interest seen by the Battalion in Noumea. A world of its own, and something of a "painting of Old France," New Caledonia offered varied interests while the men waited there for reassignment.



INTERLUDE IN NEW CALEDONIA

by Jack T. Matthews

Upon the completion of the major projects in the Admiralty Group, the 78th Construction Battalion was detached from the 4th Naval Construction Brigade early in December 1944 and again ordered to New Caledonia for reassignment. It was with considerable pleasure that the Battalion personnel embarked on the USS GENERAL MORTON and sailed to Noumea via Guadalcanal, for it marked the end of a twelve month period of continuous duty spent in the equatorial zone, New Guinea and the Bismarck Archipelago.

Upon arrival in New Caledonia, the 78th moved into a quonset hut camp in the Mt. D'Or district of Noumea. At this site, the Battalion performed mainly routine duties and had an opportunity to enjoy almost unlimited liberty in the neighboring areas. It was during this period that the original Battalion officer-in-charge, Commander J. F. Cuniff, was reassigned to

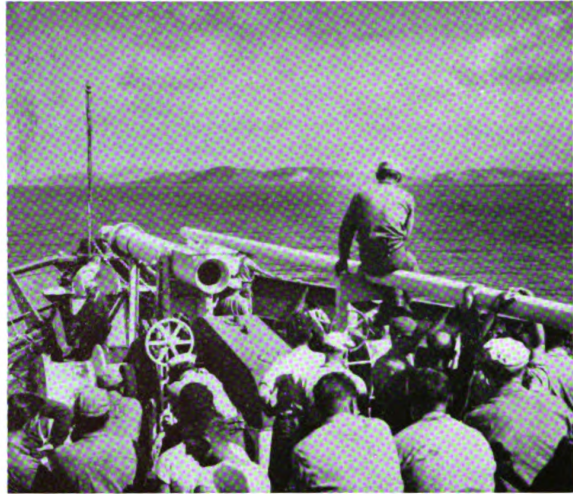
other duty; his successor was Commander R. T. Hall, who had spent some months in the Aleutians during the earlier part of the war.

Since New Caledonia is one of the finest South Pacific Islands with regard to climate and general surroundings, it proved to be one of our most comfortable tours of duty yet experienced. The Mt. D'Or camp far surpassed the Battalion's earlier bivouac at Magenta Bay (July-Nov., 1943) in accommodations and recreation facilities. Many of the personnel spent five days on unrestricted liberty, going on sight-seeing tours through the villages of Houaliou, Kone, LaFoa and Bourail. In addition, the movie set-up was excellent in comparison with past arrangements; recreation fields were put into active use; the Battalion's baseball team created a furor among the other Service outfits when it nearly grabbed the Island Baseball Championship from the 29th General Hospital team.

New Caledonia



Stopover at Guadalcanal.



Enroute to New Caledonia.



Scenic shoreline attracts all hands.



Journey's End! Moments later debarkation.



Huge, beautiful, and armed — THE USS GENERAL MORTON.



Our new camp, and hot water showers!



SECOND CHRISTMAS OVERSEAS — 1944

At about the same time the folks back home were making last minute arrangements for Christmas 1944, the 78th — having just returned to New Caledonia from the forward area — was busy too, preparing for its second Yuletide Season overseas, the first being spent in New Guinea. Below is a photo of Benediction Services following Midnight Mass, which was celebrated in an improvised shelter erected on the ball field. Above, the men are seen enjoying their Christmas dinner, and joining together in a Christmas Night song-fest in the Mess Hall.





Comdr. Cameron (left) congratulates Chaplain Kofflin at dedication of field in honor of his fine work.

WINNERS OF TWO CHAMPIONSHIPS VIE FOR ISLAND BASEBALL TITLE

Winners of the SoPac league, victors over the National league champions and semi-finalists in the fight for the New Caledonia baseball title is the fine record achieved by the 78th Battalion team while stationed at New Caledonia in early 1945.

The 78th had six league victories to its credit after winning the SoPac title. Then they beat the National league pennant holders 11 to 2 to enter the semi-finals, and were blanked out 3 to 0 by the 29th General Hospital team, champions of the Dumbea-Tontouta leagues, which went on to beat the American league nine for the Island title.

A complete summary discloses that the 78th won seven of its eight games in the race for Island supremacy and nine out of 16 exhibition contests for a total of 16 wins against eight losses.



Seventy-Eighth Baseball team — SoPac and National League champions, New Caledonia 1945. Front row (L to R): Joe Keith, business manager; Frank Yakubik, Coach Robert Hutchinson, "Slick" Hall, Eddie Wallick, Bobby Key, King Simmons, Frank Taylor. Second row: Joe Rakosky, Henry Ferguson, Nick Fiorino, "Doc" Russell, Ollie Mayoros, Henry Mosley, Bobby Baxter. Third row: George Munson, John Hickey, Joe Reyes, "Tex" Adams, Jim Bucci, Jim Wood, Joe Catalano, Jack Miller. Back row: V. A. Stickley, umpire. Foreground: Mike Namey. Official scorekeeper W. S. Juby is not shown.

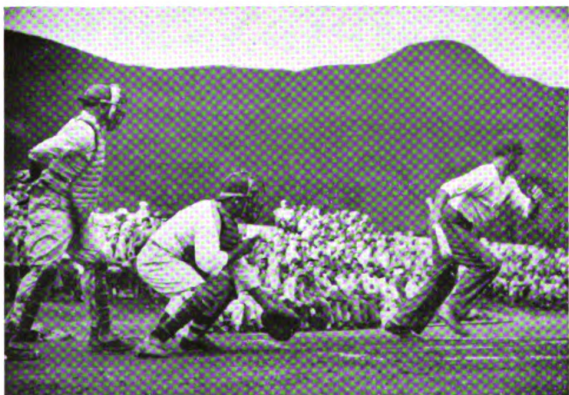
New Caledonia



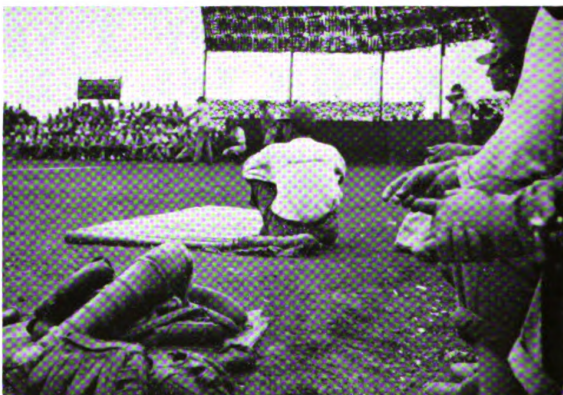
Swimming classes conducted by 78th personnel.



Instructors and beginners muster.



Capacity crowd witnesses 78th ball game.



Waiting for the pitch.



Small groups work out their individual problems.



There'll always be a beer line! !



Shoe repair . . . another Seabee accommodation.



Why the State-side press Shipmate? !!



"Are you ready on the firing line?"



Arc welder at work repairing rooter.

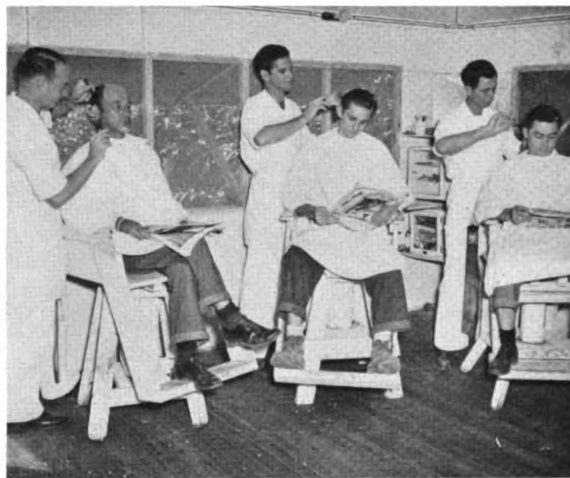


Splicing wire rope in bosun's locker.

New Caledonia



Mt. D'Or Chapel — our third.



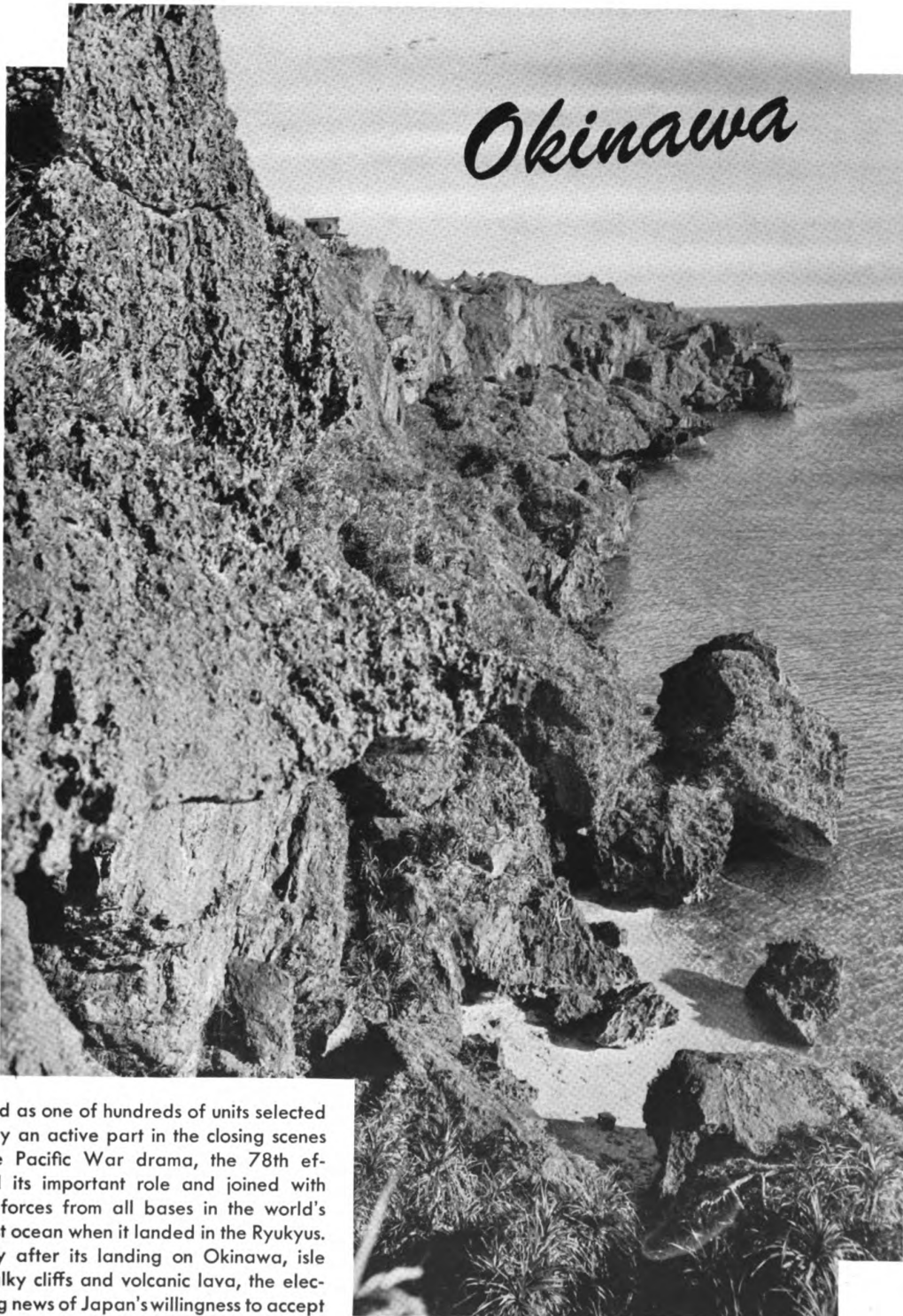
Clip, clip, clip went the Barbers.



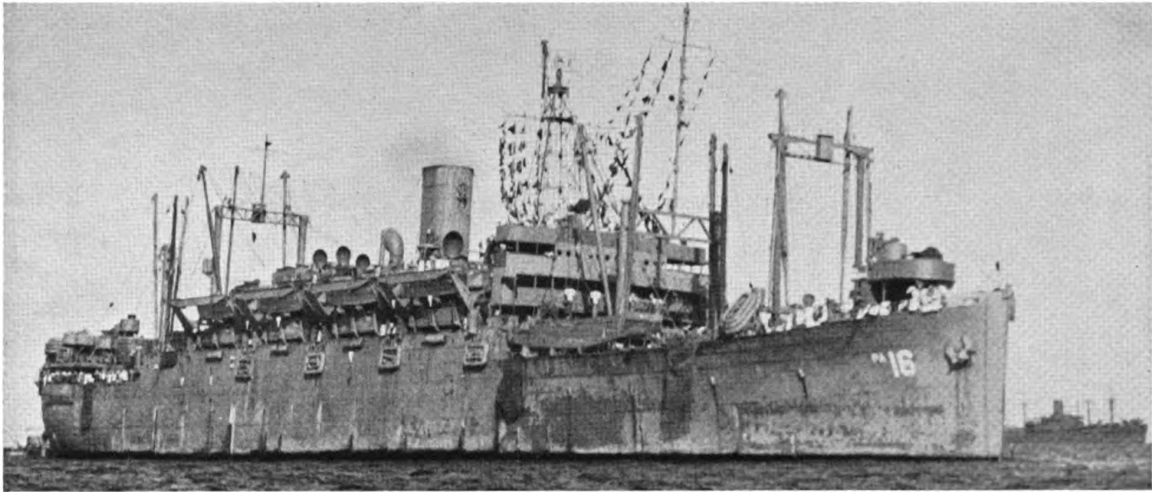
Moments of relaxation — books, magazines and music — in Ship's Library.



Wood barrier routes stream water into troughs for irrigating Seabee manned Victory Garden.



Named as one of hundreds of units selected to play an active part in the closing scenes of the Pacific War drama, the 78th effected its important role and joined with other forces from all bases in the world's largest ocean when it landed in the Ryukyus. Shortly after its landing on Okinawa, isle of chalky cliffs and volcanic lava, the electrifying news of Japan's willingness to accept the unconditional surrender of the Potsdam Treaty echoed throughout the world.



A SIX WEEK TRIP AND THE RYUKYUS

by Jack T. Matthews

In early May, 1945, the 78th Seabees embarked on the USS J. Franklin Bell off Mt. D'Or, New Caledonia, and proceeded by stages to the newly won Western Pacific base located in the Ryukyus Group, but 350 miles south of Japan.

The six week cruise to the Ryukyus was a rather trying one for most of the personnel. The "Bell" laid over in Eniwetok Harbor for a number of days; also at Ulithi, in the Carolines, the ship was anchored for nearly three weeks.

This period of inactivity was alleviated in some measure by recreation parties to Parry and Mog-Mog Islands. It was during this time that many members of the Battalion were commended for their repair work aboard the "Bell".

The voyage from Ulithi to the Ryukyus proved uneventful despite extreme precautions against enemy air attack. In the middle of June, 1945, the "Bell" dropped anchor and the 78th debarked for their assignment on Okinawa.



Boarding the "Bell" from a pontoon barge at Mt. D'Or (left), debarking at Okinawa.



Okinawa campsite as it appeared when we landed — note pup tents springing up.



Dump trucks and shovels at work in a nearby coral pit.

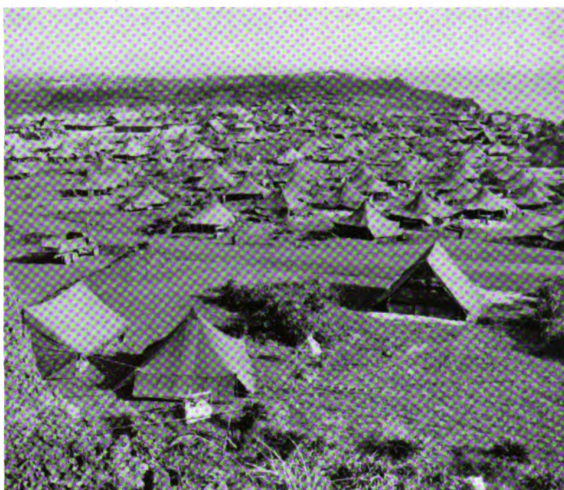
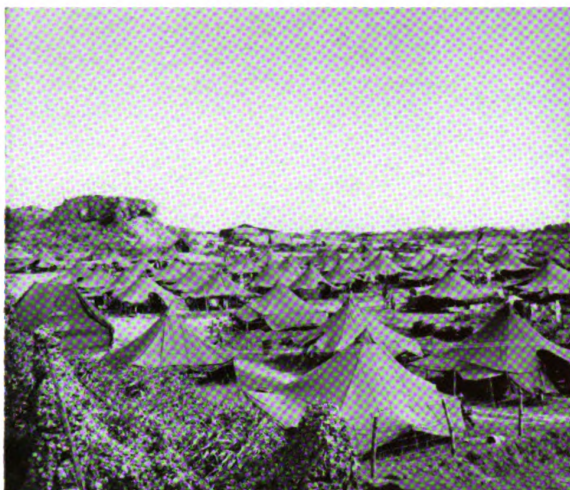


Close up view of shovel digging coral.



Lieut. Jaquess and advance echelon.

Okinawa



Campsite as it appeared a few days later — same view as on previous page.



Shirtless Seabees seek further refreshment from sunny tropic sun via cold “cokes” and beer.



Awaiting Church Call . . . 78th Seabees congregate in front of their fourth Battalion Chapel.



Well fed Seabees get their breakfast from spic-and-span galley in the Ryukyus.



Seabee laundry — friendly services, "rates" reasonable



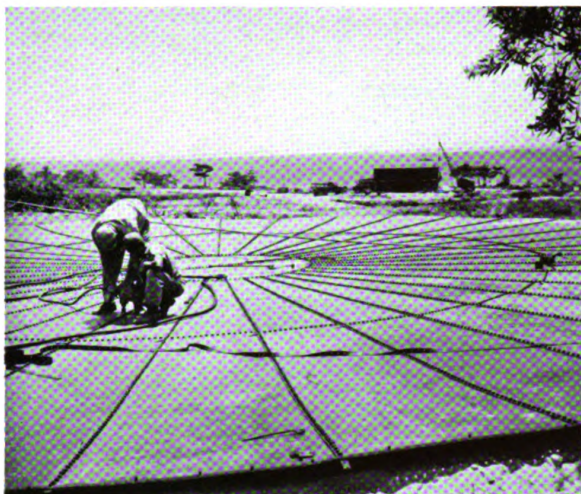
Scenic, airy Medical Ward — best beds in camp.



Battalion's seaside water dept.



Pure spring water purified still further.



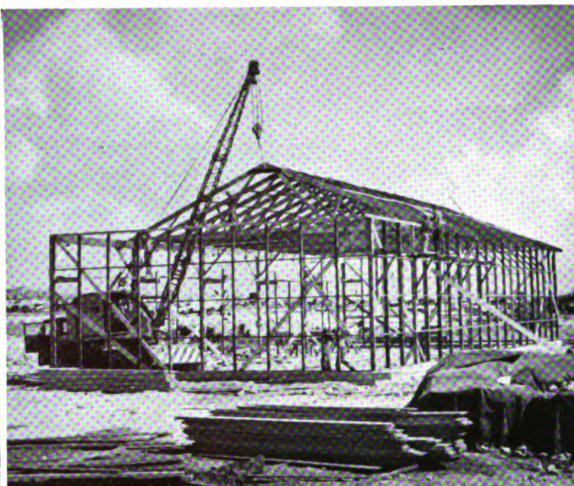
Seabees prepare foundation for fuel tank — one already completed is shown at right.



Engineers survey terrain on one of the Battalion's many projects.



American pipe and native stone combined in making a durable drainage culvert.



Seventy-Eighth rushes construction on work shops following completion of taxi-ways and hard-stands.



Hard-stands, the air-arm's "dressing rooms," where planes "powder" up before calling on Tojo.



Rocket bombs, ready for marketing.



First B-29 to "call" at new field.



The two Jap planes, painted white, and marked with green crosses, reach Ie Shima.

JAP ENVOYS ARRIVE AT IE SHIMA



Before they landed, the password — “Bataan”.

Emissaries Later Flown to General MacArthur’s Headquarters.

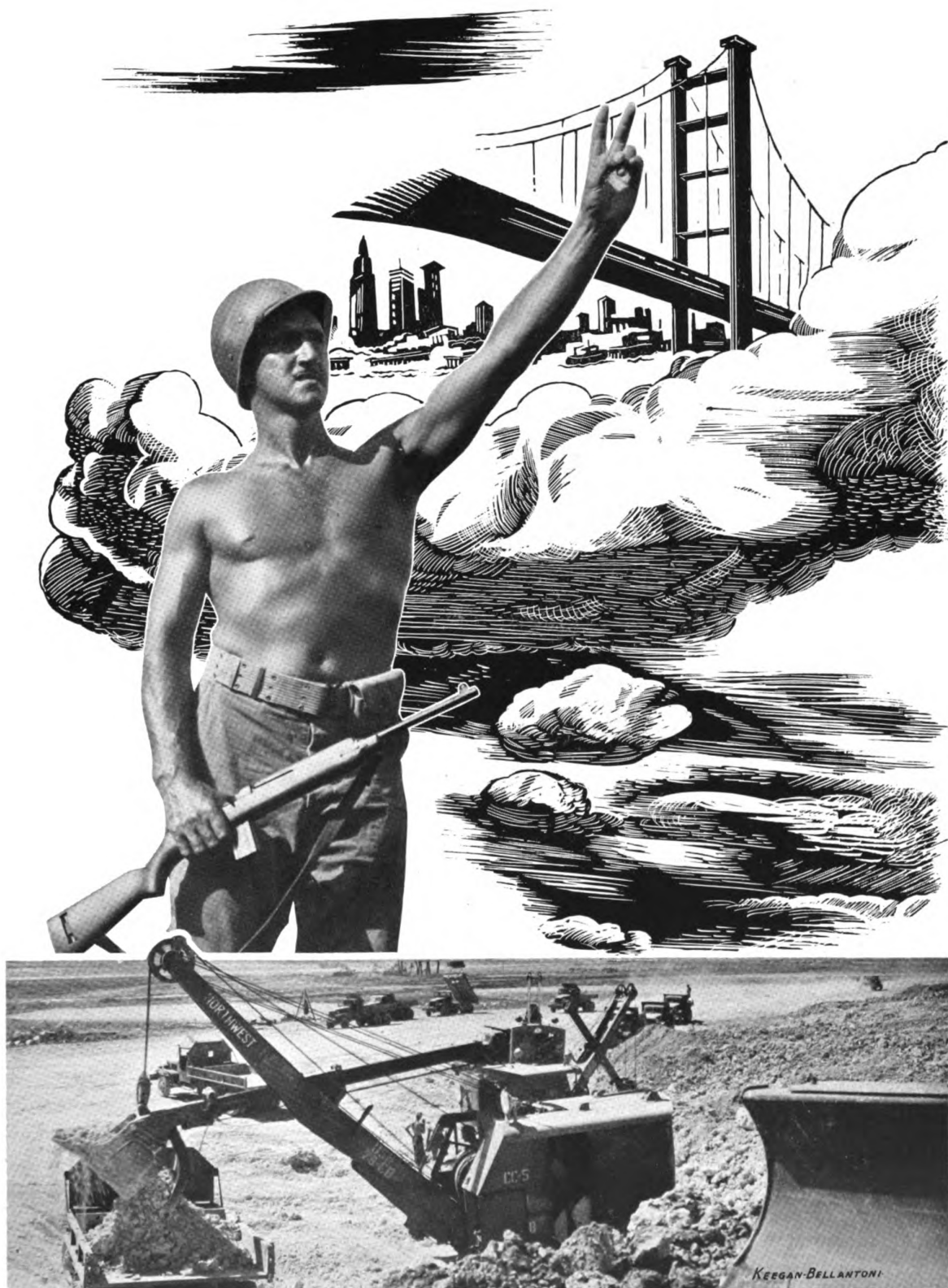
Ie Shima . . . 19 August 1945 . . . 16 Japanese envoys land . . . while an anxious world awaits one word . . . PEACE . . . GI’s line either side of the runway . . . History is in the making . . . again . . . here, only months before, hundreds of GI’s, and their pal, Ernie Pyle, gave their lives to make this day possible.



Envoys leave 45 minutes later for Manila.

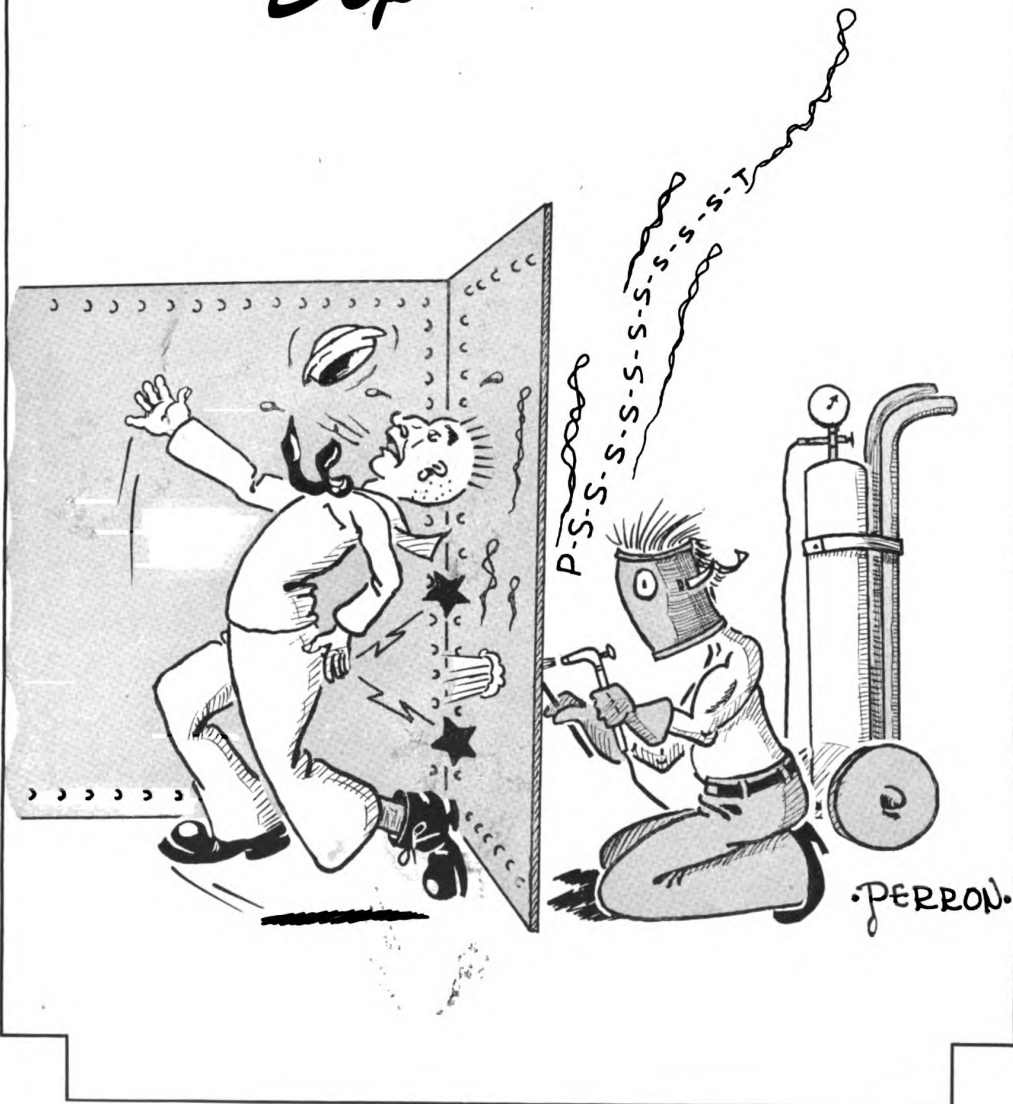


“Soldier”, “Trooper”, “Writer”.





Departments



Departments



YEOMEN

**CARPENTER
SHOP**



**ENGINEERING
STAFF**

**POSTAL
CLERKS
and
CENSORS**



**AUTO
MAINTENANCE**

**SUPPLY
DISBURSING
and
SHIP'S
SERVICE**





**YOU
CAPTION
IT!**

**BEAR POINT
ELECTRICIANS**



**LUBRICATION
CREW**

**SHIP'S
LAUNDRY**



**WELDERS,
BLACKSMITHS
and
METALSMITHS**



**LORENGAU
ELECTRICIANS**



Departments



**COOKS
and
BAKERS**

**BOAT POOL
CREW**



**HEAVY
EQUIPMENT
MAINTENANCE**

**MEDICAL
DIVISION**



**WATER
DEPARTMENT**

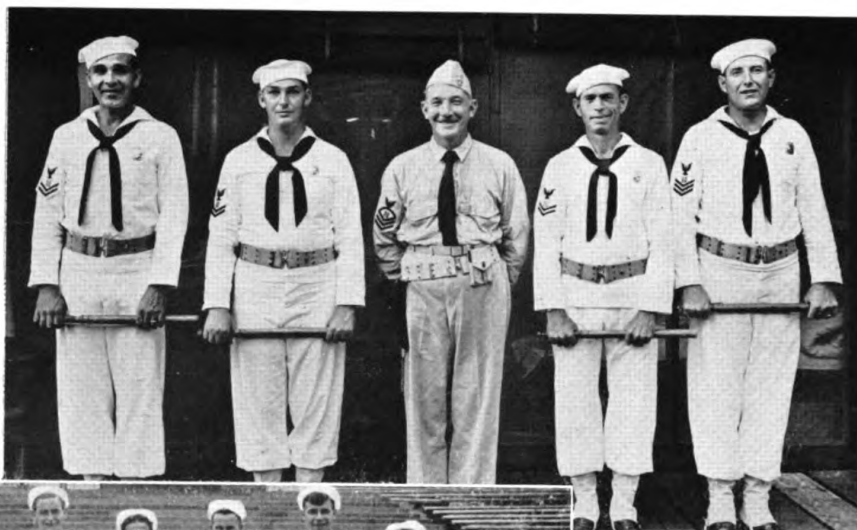


**PLUMBING
CREW**



Departments

**M. A. A.
FORCE**



**COOKS
and
BAKERS**

TRUCK DRIVERS



**DISBURSING
OFFICE**



**MOTOR POOL
DISPATCHERS**

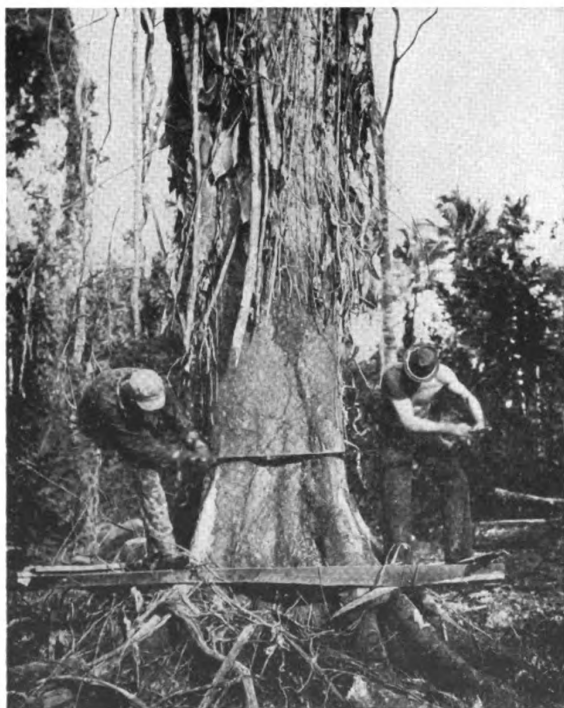
**COMMUNICATIONS
CREW**





RECORD SMASHING SAW MILL CREW

by Michael J. D'Andrea



TIMBER — Sounds potent doesn't it? Truthfully enough the resounding cry, **TIMBER**, warning that another lumberous tree is being felled, may be found directly responsible for another Allied gain today, and eventual victory tomorrow. This is one of the stories of the hard working Seabees, whose hearty bellow, "**TIMBER**", has culminated in death dealing blows to the Axis powers.

Every thud of a fallen tree is a devastating salvo aimed at the enemy. Every pier, every bridge spanned across a ravine, a river or stream, every hospital, strategist's headquarters and moulding of lengthy airstrips depends on this product, **TIMBER**, which is now being produced by Seabee Battalions on proverbial "Island X" in the Pacific and every battle theater in the Mediterranean.

Here are a few interesting facts from one of these **TIMBER** producing mills constructed and operated by the 78th Seabees in New Guinea, and two others in the Admiralties. Only a few days after landing at New Guinea, the speedy

erection of a lumber mill was of military importance.

A surveying party was soon enveloped in the task of selecting a mill site. The march inland to find the raw product — unmolested century-old trees — was not a long journey, however. For if ever there was a lumberman's haven, **THIS WAS IT.**

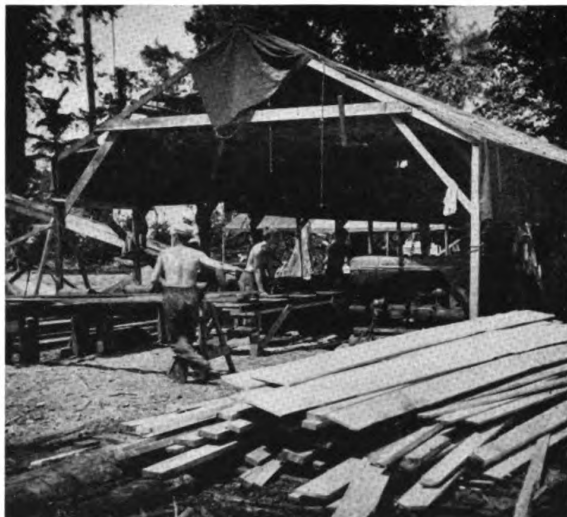
Only a few days after the site was staked, snorting bulldozers cleared the area, the 54-inch blade and 14-foot long carriage was bolted to some crude logs and the mill was ready. At the close of a month's operation under the extremest of adverse conditions, sultry weather, raid alerts and strength-sapping climate, the mill produced a total log scale of some 200,000 board feet. With deductions allotted for machinery repairs, replacement of dull and broken saw teeth, and the aforementioned setbacks, this total of board feet was produced in the span of 125 hours and 15 minutes actual operation time.

Simple mathematics reveal an output of approximately 1,600 board feet per hour. A further comb-like check discloses that a crew of 30 men was responsible for 6,666 plus board feet per man for the first month's function.

In an effort to emphasize the enormity of lumber produced in one full hour's operation time, figures help show that the Empire State building — world's tallest structure — which stands 1,248 feet high is surpassed by several hundred feet when compared with the hourly quota of 1,600 feet set by the 78th's saw mill crew. A walk through the logging area, a look at the bronze-complexioned mill operators and perspiring workers on the log deck is sufficient to convince everyone that the **TIMBER** detail is where men, real men, prove their mettle to the nth degree.

A pall of darkness still engulfs the island when the wood's crew and mill personnel report shortly after reveille and begin felling trees. Some of these are mahogany and occasionally a bit of ebony may be found. Most of it, however, is native stock. Yes this ebony is the same expensive type wood from which piano keys are manufactured . . . but there's no time for music here. Uncle Sam has a job to be done and the Seabees are doing it.

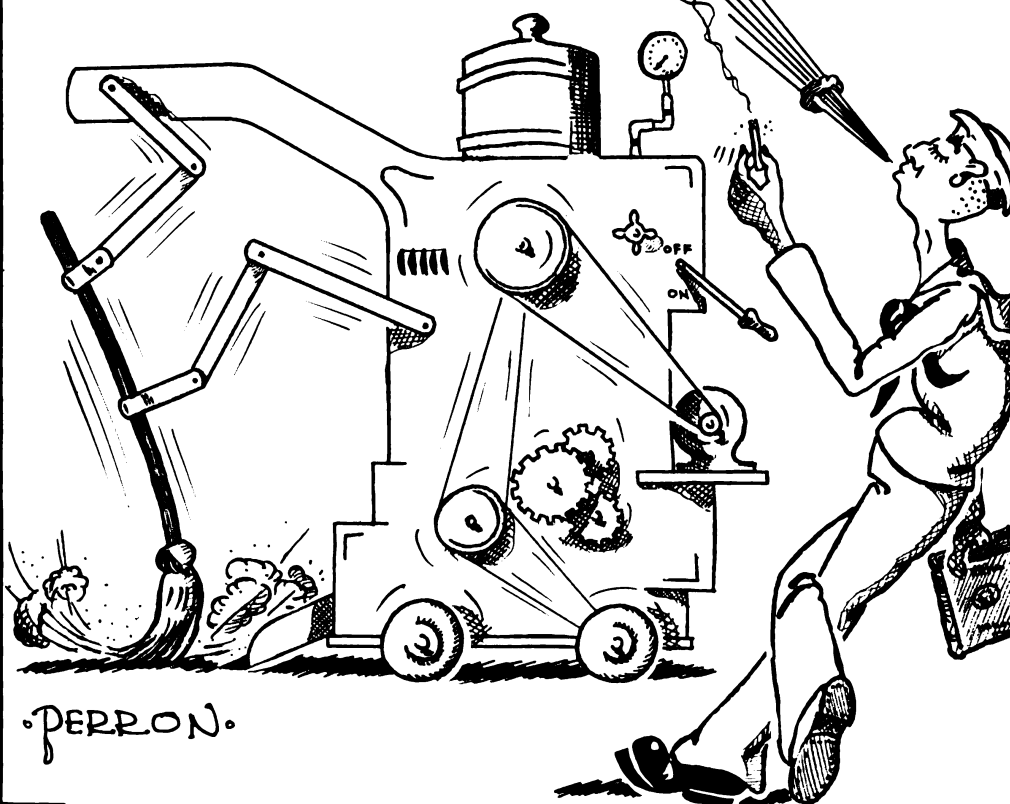
The mill successfully supplied the demands for the Battalion's needs as well as fulfilling all orders from the Naval Base. This is but one of the 78th Battalion's many projects that aided in bringing the war to Tojo's door.



Saw Mill



Seabee Ingenuity



“STAINED-GLASS WINDOW!”



Although the stained glass industry was nurtured in the days of the Renaissance, the methods used by the old masters have remained almost completely unchanged. Our Battalion artist, however, had to deviate from the technique of these former greats, a lack of the proper materials necessitating much change.

His task was the creation of a four-color window for the Lorengau Memorial Chapel (Manus) although *les essentiels* so requisite for such a work were inaccessible.

Our artist though momentarily balked was by no means discouraged. He took a section of Cello-glass screen from the window of a wrecked Quonset Hut — this was to be the recipient of his oils!

Oil paint thinned to transparency with a lacquer base formed the basis for the experiment and a skillfully applied brush made the finished product modern, yet traditional.

PLUMB-BOB made from JAP SHELL

Fifty caliber Jap machine gun cartridges — once rendered harmless — made very effective plumb-bobs. This ingenious bit of work is attributed to the Battalion's Engineering department.

In the absence of a sufficient number of bobs available for field parties, the Engineering crew found that they could improvise a substitute.

They proved that spent .50 caliber Jap machine gun ammunition could be made to meet their demands, when a nose was inserted and the cap pierced to attach the string.



BATTERY SHOP uses JAP GENERATOR

Truck and other storage batteries are shown being charged by a Japanese D.C. generator, found practically intact. Originally manufactured to provide current for Jap anti-aircraft searchlights, the generating unit required only a minimum amount of alterations when the 78th found it during the Los Negros campaign in the Admiralties.



SEABEES REPAIR B-17 RUDDER



Here 78th Seabees (three on left) make speedy repairs on a rudder off a B-17 which suffered damages when it sidwiped a cocoanut tree while being taxied off a runway. Although the mishap occurred during the forenoon hours, essential repairs were made in time for the plane to resume its flight on schedule that same afternoon. Two from the plane's crew (right) look on as ribs salvaged from a downed Jap Zero are installed to replace those damaged by the impact.

WHAT, NO DRY CLEANING?

That's a bit of his weekly wash William E. Burquist is handing up from his "laundry bag" — a well sandbag fortified foxhole on Island X — to Aidan A. Fenwick. No, that's not a Seabee made B-29 atop the foxhole, but a Seabee washing machine improvised by Fenwick and George H. Banner, not present at the time of the photo.

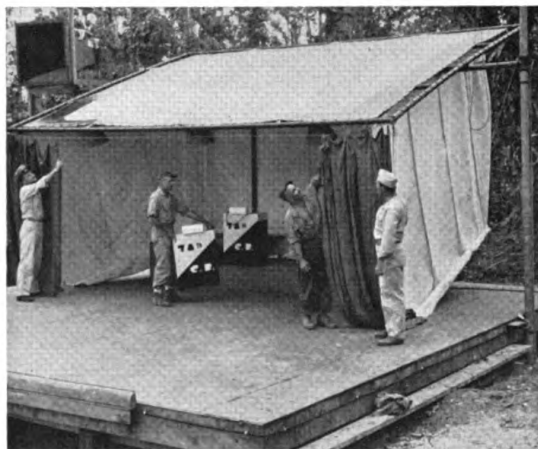


ARTICLES FOR CHURCH SERVICES

Crews from both the Sheet Metal and Machine shops were highly lauded by Chaplain John D. Kofflin (center) for the efforts they applied so skillfully in making a set of candelabra for the altar in the Battalion Chapel and other church equipment from spent 20, 40 and 75 millimeter shells. The ingenious work displayed left to right includes a Thurible and Monstrance, used in Benediction Services, and the ornamented branched candelabra.



"MAGIC" BEFORE THE SHOW!



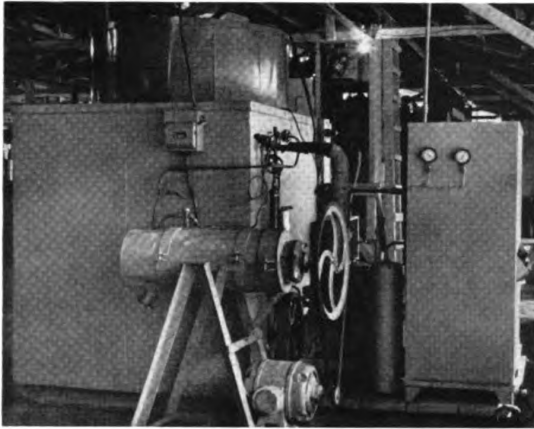
You've often heard it "done with mirrors", but the 78th use a revolving pipe frame structure to change this movie screen into a stage show shelter. Whenever a stage show is scheduled to appear before the regular nightly movie showings, the screen is revolved to a horizontal position, the canvas walls fall into position — thus helping to concentrate the orchestra music and entertainers' voices in the direction of the audience.

CHECKING THE MEASUREMENT

Hundreds of man-hours were saved by this power driven hacksaw made by the Machine shop crew for cutting bulk metal stock into desired lengths to fit the lathe for the finish work. The gears and frame shown in the photo are rebuilt parts removed from machinery found in a former Japanese bivouac while stationed at Finschafen, New Guinea. Necessary aluminum pulleys and bushings as well as the main shaft also had to be made by the Machine shop workers before the saw was completed.



ICE CREAM MIXER AND FREEZER



Refrigeration department workers used copper plates and tubing removed from equipment that was found in an underground Jap hospital in New Guinea to make this electric ice cream mixer for the Ponam galley. Parts from two hand mixers, far inadequate for the Battalion's needs, were also used.

An ice flake machine, completely re-coiled and re-insulated, was converted into an ice cream hardening cabinet as shown in background.

CAUSE FOR ANOPHELES TO QUAIL

This lethal mosquito device is better known by members of the 78th Malarial Control Unit—its designers and builders — as a compressed air operated unit for dispensing D.D.T. (Dichloro-Diphenyl-Trichloroethane) as a mosquito larvicide. Designed compact so as to effect a deeper penetration into dense jungles of highly infested malarial mosquitoes, this ingenious invention produces the same effective results as the bulkier unit previously used.



OIL BURNER REPLACES COAL FORGE



When the coal supply at the smithy shop was exhausted and only an oil burner was in stock, members of the Blacksmith and Welding shops planned and constructed a portable furnace to fit the burner. A six-inch fire brick wall was placed in the furnace which was shaped from half-inch boiler plate metal. The forge has a heating range of 2,800 degrees and can be increased to 3,000 if necessary.

JAP BARGE CARRIES SEABEES' FUEL

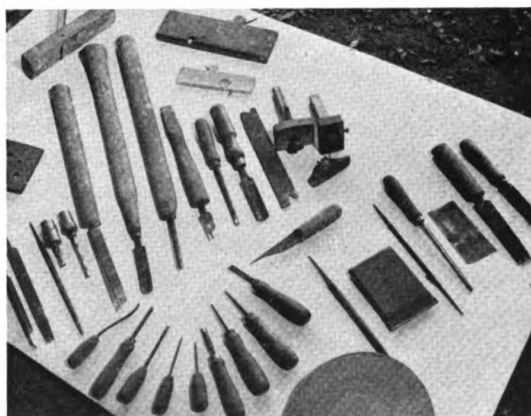


This Japanese bay barge, shown being used by the 78th as a refuel boat and light cargo carrier, is another Jap craft surfaced by us off the shores of Finschafen, New Guinea.

A Chrysler Marine engine was installed, replacing the original propulsion unit — a German made Diesel. This bay barge, unlike the Japanese ocean going barge, has a screw type propeller, designed expressly for use on inland rivers.

HANDMADE CABINET WORK TOOLS

The set of handmade cabinet tools (shown at right) were improvised chiefly from native woods and old discarded files. Recognition is due to the Carpenter shop crew for this accomplishment. The picture shows a somewhat complete set of wood turning tools, hand planes and scraper. Other tools which are found in many a cabinet shop, such as sand paper discs and dowel plates, were also devised.

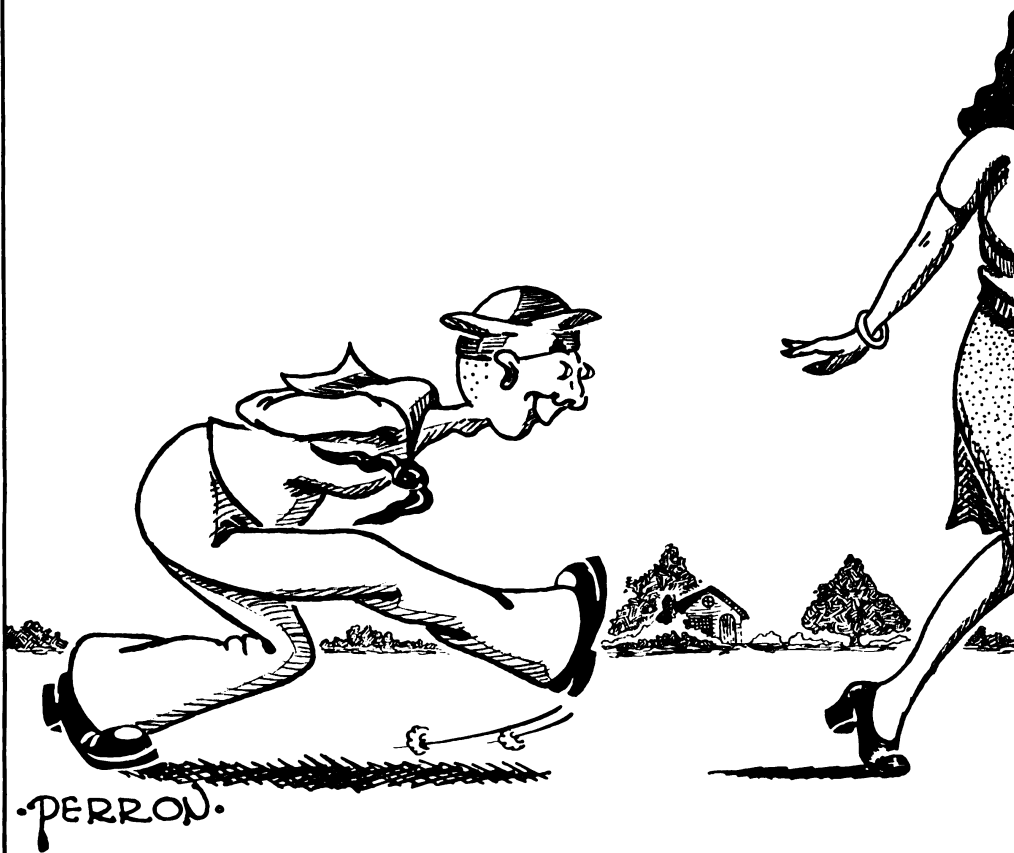


THIS IS NO RUBE GOLDBERG



And here is yet another Seabee washing machine creation. This one is a more modernized unit — a motor driven arrangement. That's John R. Rothgeb (left) and Leroy Sanders at the machine which was built for the most part by L. N. Lakey, A. R. Russell, J. J. Freitas and C. J. Gonder, with the well familiar "procurement" laurels going to J. G. McCann, who salvaged the motor from a Marine dump.

General Interest





Hillbilly Serenaders.



G.I. Jive. . . .



Grand finale of first 78th all-Seabee "Tropical Revue" staged.



"And this brings to a close another of a weekly series of "Tropical Revues" . . ."



One, Two, Three! get your *left* foot back.



Jerry McCann "takes the floor" in "Blackouts of '44".



Seabee voices lend background to rich baritone of Frank Soluski.



A bit of burnt cork.



Officers Gallagher and Watson harmonize.



Actress Martha O'Driscoll makes personal appearance. Accordianist adds color to O'Driscoll Troupe.



Refreshments served to "Magic Moments" cast at 78th Officer's club.



Our own Charlie (Graven) in love scene.



"Neptuners" open Martha O'Driscoll show.



Cast of "Foxhole Medleys" show.



"Souvenir". . . .



"Fun For Your Money" show ensemble.



Sid "Don't-bend-da-soot!" Gould (at left).



"Ned Sparks" questions aptitude of recruits.



THE PROF. AND FITZPATRICK

"It's the nicest thing yet to happen to me overseas" exclaimed our own "Tropical Revue" tenor sax player Jim Fitzpatrick when he met his old colleague, "Prof." Jerry Colonna, screen and radio star, in the Admiralties while the comedian was touring the Pacific war theater with the Bob Hope show in 1944. The reunion marked the first time they had seen one another in 16 years, when they were bandsmen playing together in various Boston theaters and night clubs.

BROTHERS SERVE TOGETHER

Pictured together are Chief Electrician's Mate James A. Eaton (left), and his brother, Chief Warrant Officer Bruce M. Eaton, while serving together overseas with the 78th Seabees.

Chief Eaton saw duty aboard a minesweeper and with the 3rd Seabee Battalion before he joined the 78th and later returned to the States for Cadet training. Officer Eaton held the rank of a Chief Petty Officer when he was first assigned to the original 78th. He received his commission while serving overseas. There were four other 78th Chiefs who received their commissions while in the Pacific theater, namely, H. W. Todd, Jr., G. E. Hunt, Jr., H. F. Chase and C. J. Forve.



CHAPLAIN MEETS COUSIN OVERSEAS



It was a pleasant reunion for Lieut. John D. Kofflin, ChC, former assistant pastor at St. Teresa's church, Toledo, Ohio, and his cousin, Francis J. Schlagheck, S1/c, also of Toledo, when they met on Manus Island for the first time since they last saw one another in the States the previous year.

Father Kofflin can be seen pointing out the intricate work involved in a wood carving which was given to him by Natives, whose village he would visit weekly to celebrate Mass.

Addressed as "Chaplain" by some, and "Father" by others, and hailed as "Padre" by still others, Father Kofflin has been unanimously accepted as "one fine Catholic Priest and a real man's man" by all of the Seabees in his unit.



"BAMBI"

WHISPERS SCUTTLEBUTT

Found in the northern woods of New Caledonia in early '45 by Paul H. Bean (above) and later "adopted" by William E. Wile (below) when the former left for a State-side leave, this fawn — alias "chow-hound" and more popularly known as "Bambi" — is shown giving Paul some inside scuttlebutt. Rumors had it that "Bambi" was giving "Bee Paul" the "word" on rotation at the time. Subsequent leave verified all rumors.

During the second week of September and much to the sorrow of the entire 78th Battalion "Bambi" ate something poisonous and became seriously ill. It was necessary to shoot him.



FIFTH ORDINATION ANNIVERSARY

Chaplain John D. Kofflin was feted at a surprise party given by a small group of Battalion friends at Los Negros on June 3, 1944, celebrating the fifth anniversary of his Ordination.

A graduate of St. John's High School (Toledo, Ohio) in 1930, Chaplain Kofflin went to St. John's College (also in Toledo) from where he was graduated in 1934. He attended both St. Gregory's and St. Mary's Seminaries (Cincinnati) and completed his theological studies in 1939. The Ordination ceremonies were held the same year, on June 3, in Queen of The Holy Rosary Cathedral, Toledo.

He commenced serving in the Navy on January 24, 1944, and joined the 78th on May 26 the same year. Shown seated at the table just after the cutting of the surprise anniversary cake baked by John G. Rechis are (l to r): Truman J. Barnett, Jr., "Baker" Rechis, Anthony R. Fevola, Father Kofflin, John J. Shields and Joseph A. Kale. Back row: William W. Stackpole, John F. Hunter, William M. Knight, William J. Flatley and Clibbert J. Rousseau.



"ME PELLA LIKUM MEDALE"

The pictures, above and below, were taken in Ponam Island's Native Village on June 4, 1944. Once inside the gate that led to the village you almost forgot a world war was being fought . . . but the Natives couldn't forget. A year and a half before the Missionary Priests and Sisters of the Order of The Sacred Heart had been made prisoners and taken to far-off Rabaul.

An hour before these pictures were taken the entire village had crowded into the "haus-lotu" (Chapel) for Mass, the first since early 1943. Shown here, they receive blessed Medals and Rosaries . . . even the little babies were not forgotten.



"THE SMOKING LAMP IS LIT"

Pharmacist's Mate Henry "Tex" Dickson, operating a bulldozer between sick calls while attached to the Saw Mill crew, takes time out to give a light off his cigarette to a passing native.



COMPANY "C" MASCOT

This rare animal will best be remembered by members of Company C. Often referred to as a "Moon Bear", its exact species is believed to be a Cuscus, which is found in the Admiralties, New Guinea, Queensland and New Britain. Found by James W. Wilson and Charles H. Tunnel on Ponam, it was given to Bruce T. Hulett, and adopted as the mascot of the Company.



"FLATBUSH and MYRTLE"

(Editor's note: This story, dedicated to Ed Bartels and Al Taylor, BROOKLYN; Dan Tierney, Ossining; Tom Carney, Bronx, and Bill Flatley, Pawtucket, R. I., all of Company C, was copied from "TRACTOR TALES", the Battalion's official newspaper, Aug. 15, 1944):

"In the midst of a southwest Pacific island marshland there stands a corner post sign that tends to bring a chuckle to every passing Seabee as he reads, "Flatbush and Myrtle Avenues".

Now why this group of men from Company C should select such a peaceful State-side intersection as "Flatbush and Myrtle Avenues" in "tranquil" Brooklyn and endeavor to plant it on this isle, where the discomfitures of the mid-day pall of heat is surpassed only by the none-too-harmonious chorus of croaking frogs at night, interspersed with a forlorn cry from some hidden bird, is beyond the writer. It could be, perchance, that some of these Bear Point (Manus) "tenants" do hail from Brooklyn! !" — MJD.



EVERYTHING BUT TWINS!

This is the story of two men who were both born the same day, saw duty with the Punitive Expedition on the Mexican border in 1916, were released from active duty the same year, were called to active duty again on the same day to serve in World War One, were called to duty again on the same day to serve in this war with the same rank, have two sons each in the service, and came to know one another only after they were assigned to serve together with the 78th.

They are Chief Carpenter's Mates Alfred E. Roberts (right) of Manchester, Vt., and Harold F. Chase, of Palmer, Mass. A native of Peterboro, England, where he was born on January 23, 1898, Chief Roberts came to America on Independence Day in 1910. Chief Chase was born on the same day in Boston.

In June of 1916 both men were mustered into the Federal Service and sent to the Mexican border after the notorious Pancho Villa raid on Columbus, New Mexico.

They were both discharged from active duty the latter part of 1916 and returned to work in their respective communities until they were recalled to active duty again on April 2, 1917 to serve with the 103rd Infantry of the 26th Division in World War One.

On December 28, 1942, they were both called to active duty for the third time to serve together in World War Two with the same rank and same U.S. Naval Construction Battalion.

ATTENTION HOLLYWOOD

Harold J. Eginton is preparing a letter for home while Lawrence W. Price looks on. These two Seabees are willing to change the wording on their sign any time "Dottie" wants to come visiting the 78th Seabees with what would be the first among they've seen in the Southwest Pacific.



BATTALION'S NEWSPAPER STAFF

Using the dense tropical jungles of Finschafen (New Guinea) for a backdrop, the entire staff of "ISLAND X, PRESS", the Battalion's overseas daily newspaper, ceased work long enough one day to look into the camera lens, and here's the results. Seated (L to R) are: Mike D'Andrea, managing editor; Chaplain Robert J. Baird, editor-in-chief; Comdr. J. F. Cuniff, publisher; Jack Matthews, news editor. Standing: Nat Bellantoni, staff artist; Al Perron, Bill Snell and George Munson, cartoonists, and Eddie Hinson, press man. "ISLAND X, PRESS", which name was later changed to "TRACTOR TALES", was reputed to be the very first newspaper ever printed in Finschafen.

JAP GUNBOAT: SURFACED, REPAIRED

by Micheal J. D'Andrea

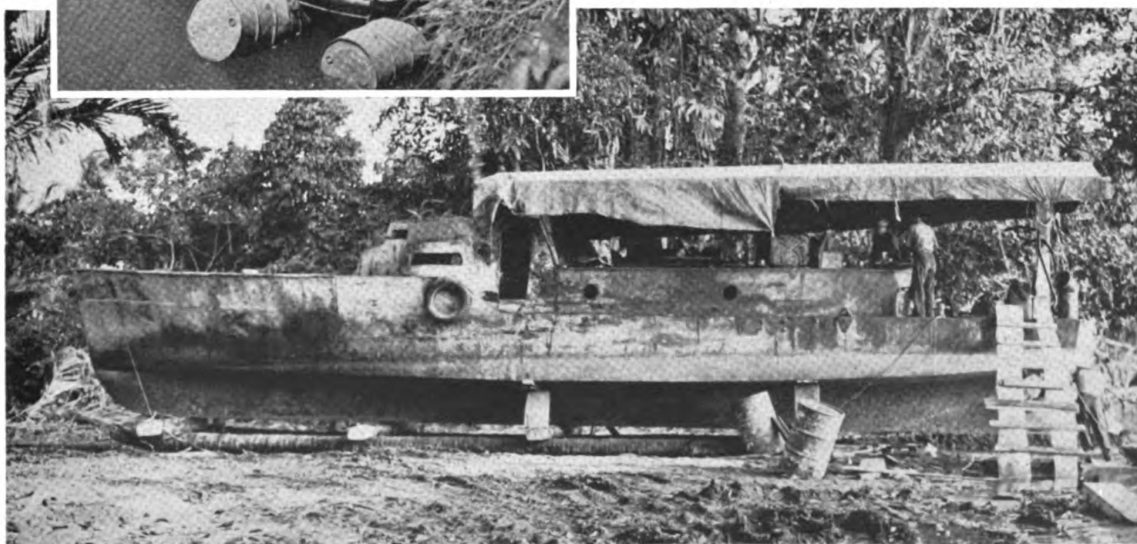
Some "Tell It To The Marines". Others "Ask For The Seabees". The Army may want a barge. The Naval Base another gunboat. So the "Ask For The Seabees" — America's newest weapon of war.

Recording the scenes of enemy ships sunk by the Allies in the invasion of New Guinea, the Navy department later assigned the Seabees to surface and salvage its prey.

Regardless of the limited time given them to complete the assignment, the "zero" hour was always met. Despite their newness in the war, meeting deadlines soon became an old-time business with these men of ingenuity.

One of the many surfacing feats was recorded by the 78th, which is credited with surfacing a Japanese gunboat off the shores of New Guinea.

Only a few days after the surfacing operations were launched, the Jap gunboat — which had been strafed and then burst into flames before sinking — was raised from its bed of mud. An unfired shell in the breech of the forward gun indicated that the ship was in combat when a hit was scored on her ammunition supply, causing the deadly explosion.



TRANSLATION OF A JAPANESE DIARY

Translation of a Japanese diary found on a dead Jap officer by a soldier attached to the 48th Australian Battalion on November 17, 1943 while fighting in the jungles of Satelburg, north of Finschafen, New Guinea.

1943

Oct. 1: At Satelburg Heights.

Oct. 2: For the purpose to attack the American Army we left the mountains early in the morning of Oct. 2. On the way we joined the 9th Company, which is in action.

Oct. 4: Because of change in enemy situation, we climbed the hill again. They are all around us.

Oct. 5: Dug a light machine gun trench this morning.

Oct. 6: Leaving platoon leader, few men and officers, patrol went to attack Kumara village. First time enemy sighted at 30 to 40 meters.

Oct. 7: Company was Australians, green clothing. Returned to "J.A.1" this afternoon by detouring Satelburg Heights. Guarded position all last night.

Oct. 8: Due to last night's rain I became ill with fever.

Oct. 9: Position in front of 9th Company captured by Australians. Our company went to recapture. I could not go.

Oct. 10: Officer Nakurmara was killed and section leader wounded.

Oct. 12: Many casualties coming in from front.

Oct. 13: After departing from Daimaine, had to sleep in mountains and fields. Our rations were just potatoes. There were bananas and pineapples, but only a taste of them was given because they were hard to get. Shelling and machine gun fire in front of us. Bombed by American planes. My only wish is to defeat the Ameri-

cans and get their food, however, with our casualties from enemy shells, how in the hell am I going to survive through this? Many men are falling by the trail with malaria. The news that we heard in Korea that we would be riding in automobiles and 'cycles here was just a dream. With the bad hills and roads encountered, what could be worse than this? We are in a bad plight. Even if I am killed my spirit will fight on against the Australians. There is going to be a general offensive on the 15th. I will certainly be in that.

Oct. 14: Went out to the front. It was terrific. Enemy were dropping constantly. Sight of seeing our men blown to bits was horrible.

Oct. 15: The 19th Regiment arrived. They brought rice to our 80th Regiment. One quarter of a pint of rice was distributed to each man. Also hand grenades. We were being shelled by light trench mortar.

Oct. 17: Potatoes are gone now, of course so is rice. Battle results show nothing spectacular accomplished.

Oct. 18: What shall I eat to live? What has happened to the general attack is the question? Received orders to attack tomorrow morning.

Oct. 19: Waited for left flank to attack after leaving at 0300 hours. They were unsuccessful. Retreated to original positions at 1100 hours. Saw the horrible sights of our dead men in the trenches. You bloody Aussies. Smoked the tobacco which was a gift from the Emperor. First upon awakening, one is greeted with shell fire and pangs of hunger. Two years and five months since I was home.

Oct. 22: Living in holes as life of ground rat. Heavy bombing.

Oct. 29: A month since Australians landed at Cape Arnett. Fighting Aussies for 20 days. Always shelling and bombing. We had many casualties. Never left holes except to cook. We cooked in a ravine to conceal smoke. Heard a battalion of the 78th Regiment was annihilated in Ramu river area. Strength of 80th Battalion less than a third. Heard 80th Battalion made attack on 15th with fair results. Our casualties were heavy. Third Artillery Regiment ran out of ammunition. Had to battle with no reinforcements. Heard General Headquarters decided on general offensive next month.

Oct. 30: Heard a push is going to be made on Nov. 3rd. I changed from 11th Company and went to Headquarters Heights.

Oct. 31: Enemy in the north are Australians, who previously fought Germans and Italians, and are 30,000 strong. Our strength is ten percent of that. Even if we capture "Dead Tree" (undeciphered location) what will happen there? General offensive postponed.

Nov. 1: Heard that new aircraft carriers headed for X island with 1,000 planes were all

sunk. Heard Kyoto Division is on the way to New Guinea to reinforce the 4th. Plan to attack enemy in front was changed.

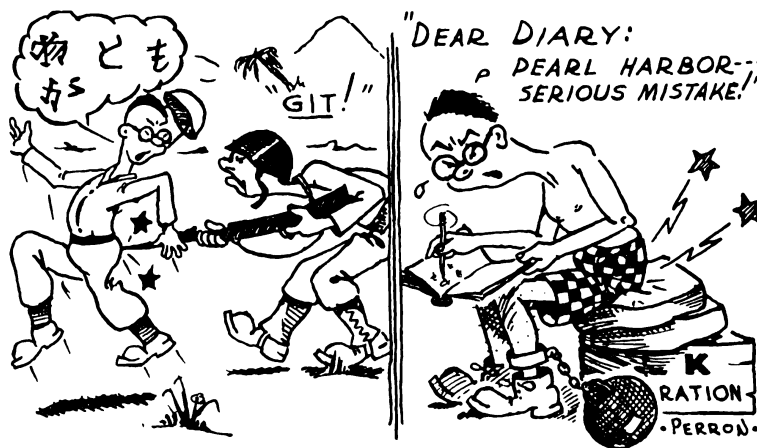
Nov. 8: Base Headquarters at Satelburg was attacked.

Nov. 14: Enemy shells dropping around us like the booming of drums. Our planes, surprisingly enough, bombed enemy positions, but in return we got terrific shell fire.

Nov. 15: Received two thirds pint of rice and four packages of compressed food. This has to do until the 17th.

Nov. 16: Last night I ate all of my rations and today I have none. OKA (undeciphered name), scheduled to go on raiding party, was wounded, and I am taking his place. . . .

Diary found on a dead Jap officer
Nov. 17, 1943.



HIGHLIGHTS ON NEW GUINEA NATIVES

Fled Japs, Message Runner, Chief



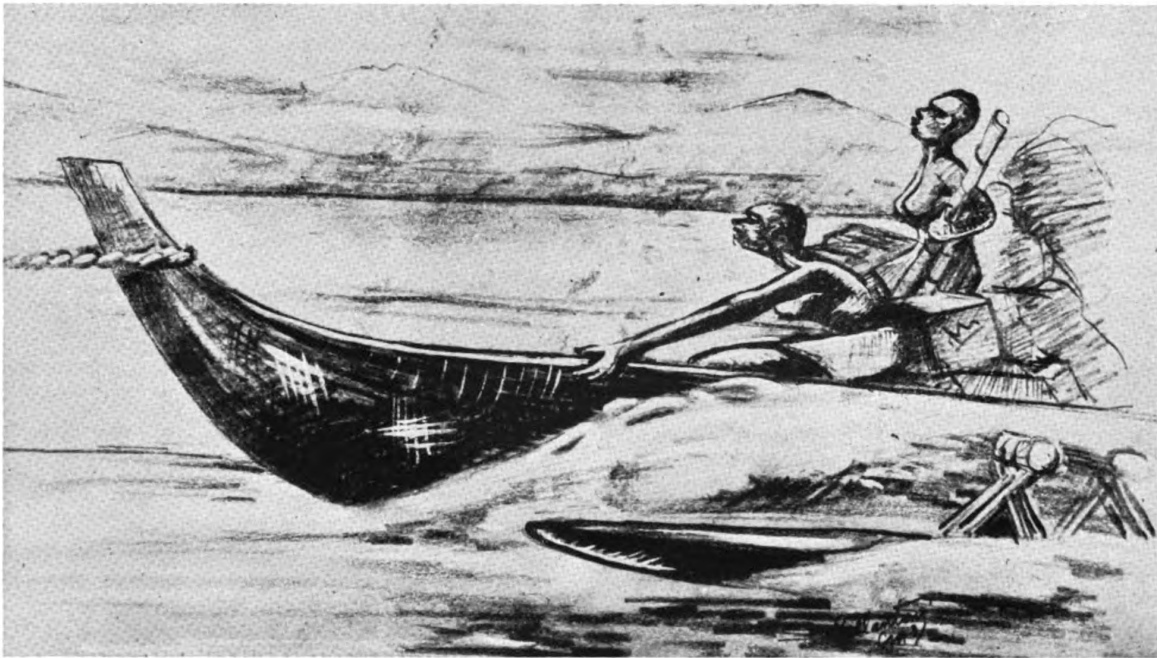
Native Nandino, 60 (center), tells how he outsmarted the Japs and fled for his life when they first entered New Guinea, while Bumong (right) is serious in his work as Paramount Luluai (native chief) of his district.



Kom Bung Alove, also called "Zam", is a native runner born near Wewak. The scars on his body are keloids, a mark inflicted when he was about 12 years of age to distinguish his tribe.



An Australian Army captain (hand cupping ear), holds a conversation with Nandino from the footsteps of a building which served as a Mission before the outbreak of the war. The Japs first came in possession of the building — at Fin-schafen — but later were forced to yield it to victorious Allied troops.



Illustrated by N. T. Bellantoni

“GOING MY WAY MES-TAH?”

Admiralty Island Natives Learn Art of Hailing Rides!

Hitchhiking, the GI's Sunday afternoon pastime of yesteryear, is no longer an art confined to the sleek, streamlined highways and byways of America, but rather a new undertaking for the kinky-haired natives of the Southwest Pacific.

No longer do the natives find their paddling between islands for barter purposes the arduous and day-long operation of pre-war days. For though the natives may have yet to learn the simple hailing art of hoisting the arm at full length, bending it at the elbow and propping the thumb in the desired direction, their method of flagging their arms vigorously in the direction of their objective gets just as good results.

At first, when the natives were seen waving their arms in this flamboyant manner, the boat's crew more or less agreed that they were merely gesticulating a display of friendliness. But this gesture was later found to be their way of inquiring, “GOING MY WAY MES-TAH?”, and whenever the inter-island traders are seen waving furiously at a small approaching Navy craft, it means, “we'd like a ride sailor, how about it?”

The Navy craft lessens its speed and draws alongside the native gig, which sides are almost awash due to the burdensome load of trade stuffs heaped high on a makeshift platform located amidship. The boatswain throws a line and the natives make quick work of securing it to the bow of their outrigger.

Moments later, the Navy craft has resumed its maximum speed, and the native outrigger can be seen cutting through the water at a speed it never knew before. The natives' betel-nut stained teeth are now easily seen as their hardened faces relax in smiles. The Navy boat slackens its speed as the natives approach their goal. The tow line is unfastened, and as the Navy launch speeds off, the picture fades away — the picture of the natives waving back to the ship's crew, and successfully conveying their message, “TANG YEW MES-TAH!”. — This article appeared in “The Boston (Mass.) Daily Globe” and “The Bridgeport (Conn.) Post”.

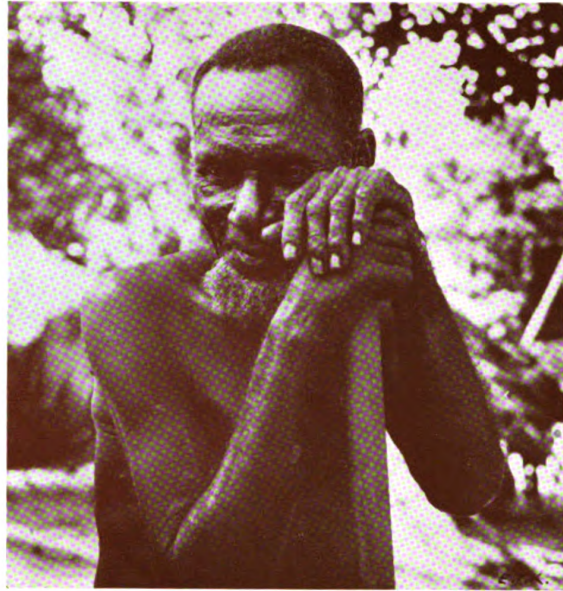
— *By Michael J. D'Andrea.*



Cheerly, then, my little man, live and laugh, as boyhood can!
 Though the flinty slopes be hard, stubble-speared the new mown sward,
 Every morn shall lead thee through fresh baptisms of the dew;
 Every evening from thy feet shall the cool wind kiss the heat.

— *John Greenleaf Whittier*





Whether at Naishápúr or Babylon,
 Whether the Cup with sweet or bitter run,
 The Wine of Life keeps oozing drop by drop,
 The Leaves of Life keep falling one by one.
"Rubáiyát of Omar Khayyám" — Edward Fitzgerald



RURAL LIFE IN THE RYUKYUS

These two pages of photographs — expressly prepared by official Battalion photographer, Edwin T. Keegan, — vividly describe the Oriental people at work, their homes, and their burial customs as seen by members of this Battalion while serving in the Ryukyus.



This burdened little fellow and cute Miss both find time to pause for the cameraman.



Early morning finds these Natives hurrying along on an average size village "thoroughfare".



"LIFE" IN A RYUKYUS TOMB

by Micheal J. D'Andrea

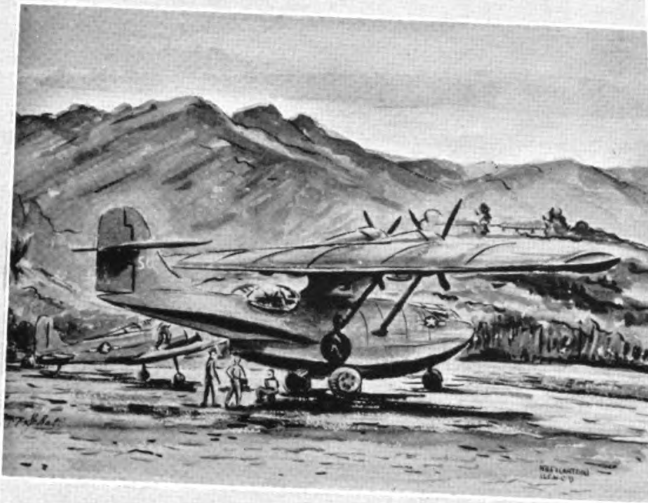
This is a story of the Oriental burial vaults in the Ryukyus. After hours of research and numerous inquiries made among the Orientals, this writer believes that the Ryukyus is one of the few places in the world where these tombs are found, and burial customs, centuries old, are practised.

The above photos vividly portray one of the thousands of such tombs that mark the many hillsides in the Ryukyus. Searched for Japs, who used these vaults for refuge and pillboxes, these tombs were sealed by the American Forces, marked "Off Limits", and fenced in with wire to prevent desecration of the remains.

The interior photo shows where the remains of deceased family members and ancestors rest in metal and clay urns graduating in size and varying in design. The deceased is placed in a wooden coffin (foreground) until such a time as only the bones remain. These are then placed in the urns.



American women wouldn't like this — the men ride while the women walk.



BLACK CAT



QUONSET SKELETON

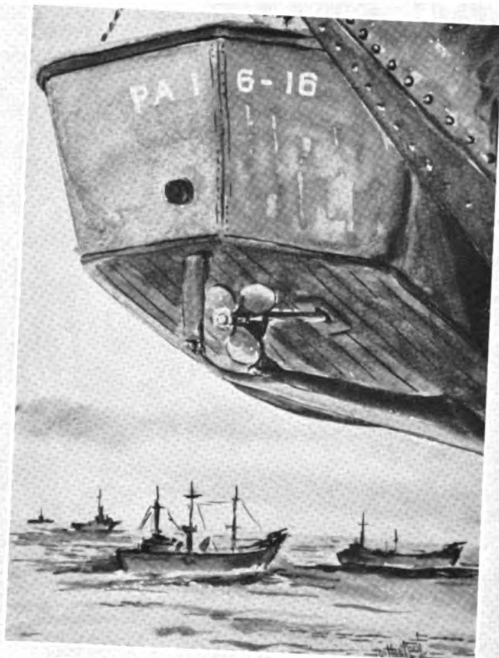


JUNGLE RESERVOIR

Watercolors by



JAP GUNBOAT AMERICANIZED

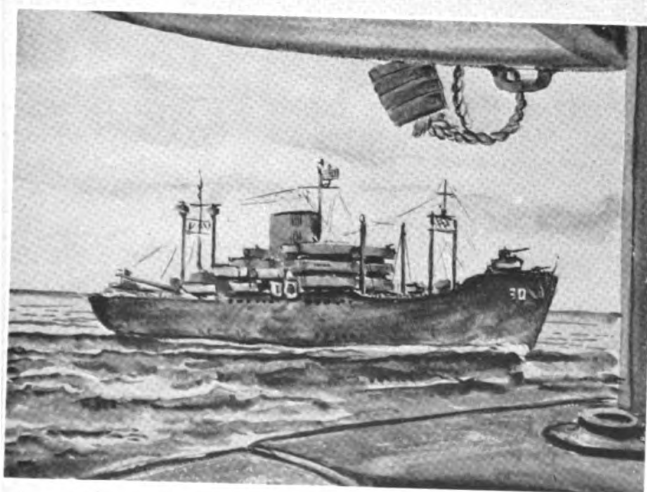


BOTTOMS UP

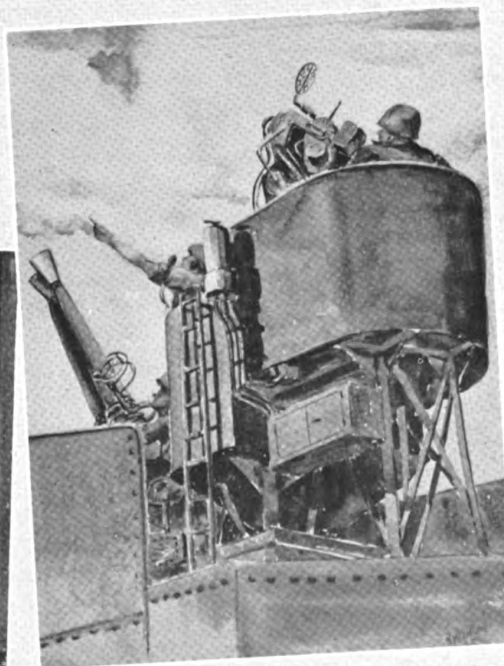


TAKE 'ER AWAY

Nat Bellantoni

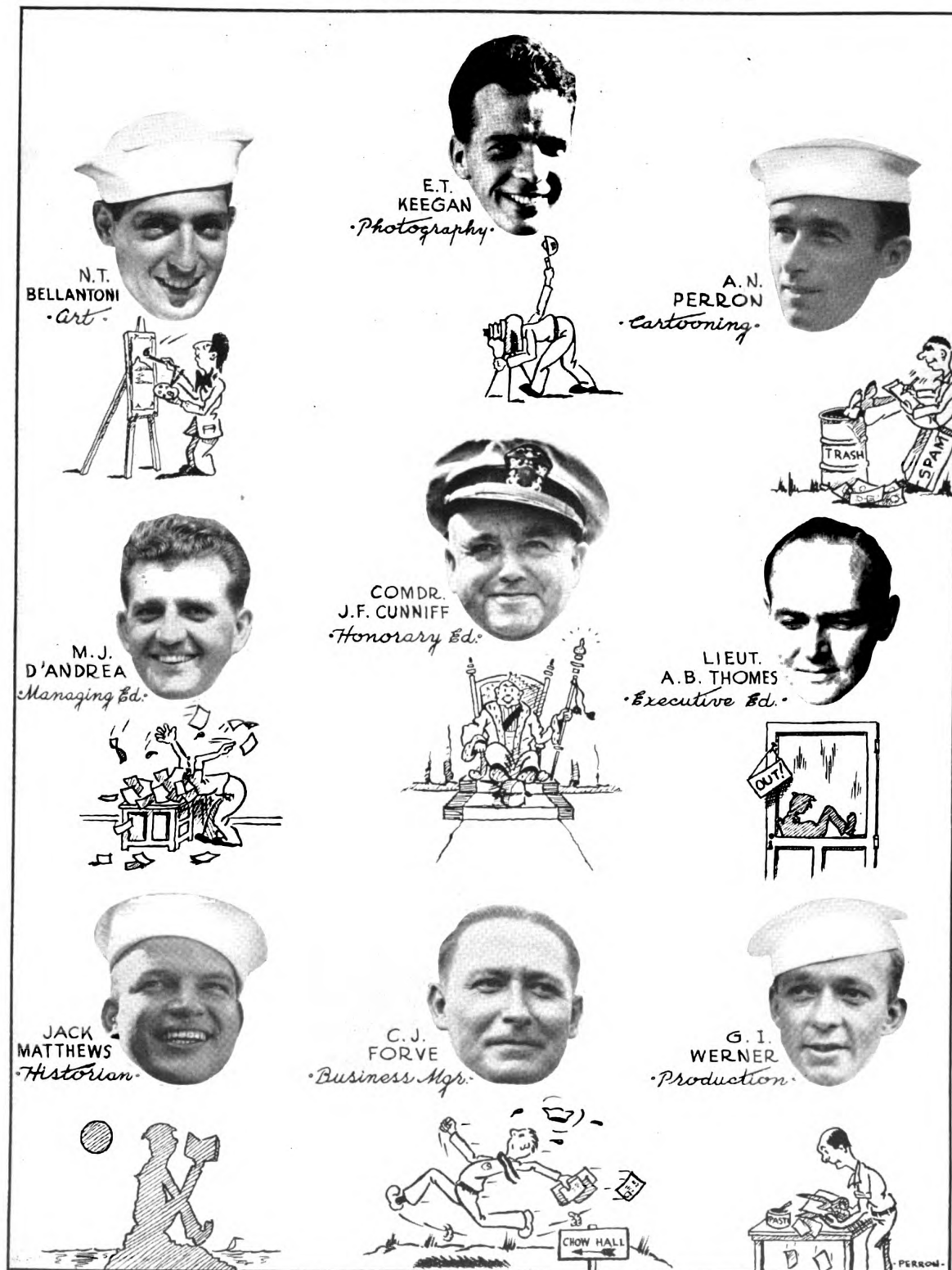


CONVOY WEST



TARGET

— BATTALION LOG STAFF —



Battalion Roster



Battalion Roster

OFFICERS

ARNTSEN, Lester L.,
310 S. 54th St., Omaha, Neb.

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Seabee



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